

# The Hongkong Telegraph

WEATHER FORECAST  
FAIR.  
Barometer 30.13

(ESTABLISHED 1881.)  
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December 5th, 1912, Temperature a.m. 50, p.m. 58; Humidity...68, 56.

December 5th, 1911, Temperature a.m. 71, p.m. 70; Humidity...80, 80.

No. 8082

庚申年十月廿八

FRIDAY, DECEMBER 6, 1912.

五拜禮

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## TELEGRAMS.

### THE WAR.

#### ATTITUDE OF GREECE.

Reuter's [Service to the "Telegraph."]  
London, December 5.  
It is officially announced at Athens that most friendly relations have not ceased to exist between the Allies, and confidence is expressed that the pourparlers which have begun between the Allies regarding terms of peace will result in a common resolution to achieve the objects of the war.

#### BULGARIA ANNOYED.

A Sofia telegram says the attitude of Greece excites annoyance in official circles and arouses apprehensions of future difficulties among the Allies. It is understood in Sofia that Greece has not signed the Armistice because she desired to annex some islands in the Aegean Sea.

#### LEAGUE PRACTICALLY EXPLODED.

Opinion in Vienna is that the Balkan League has practically exploded before the division of the booty, due chiefly to the Greece-Bulgarian rivalry for the possession of Salonika.

#### TURKISH BELIEFS.

The only condition of the armistice mentioned in the official announcement in Constantinople is that the troops remain in their present position, but it is believed there that the Turks will be allowed to provision Adrianople and Scutari daily.

#### GREEK BOMBARDMENT.

Reuter's correspondent at Rome telegraphs that two Greek gunboats bombarded Valona in Albania, the shells falling between the Italian and the Austrian Consulates. The Greeks withdrew on a protest from Ismail Kemal, President of the Provisional Albanian Government.

#### SERBIA CONFIDENT.

The armistice is welcomed in Belgrade, which is convinced that the Serbian aspirations will be fulfilled. The Austro-Serbian outlook is regarded as being more favourable than hitherto.

#### THE CHANCELLOR'S SPEECH.

The London newspapers generally comment on the sensitiveness of the French and Russian press regarding Herr Bethmann von Hollweg's speech. They affirm that Great Britain is as loyal as ever to the Entente.

#### "AN ABSOLUTE SCANDAL"

In calling attention to the dangerous condition in which H.M.S. "Toros" was permitted to go to sea, Major Archer Shee, M.P., drew from the First Lord the admission that "the Sydney dockyard authorities had failed to carry out the periodical survey, and the extent of her deterioration was not fully appreciated." This sort of failing must be chronic in that quarter. More than once attention has been drawn by "Truth" to the want of proper maintenance of our cruisers on the Australian station. The case of the Prometheus was an absolute scandal, it says, and the Cambrian, sent to her assistance when she finally pegged out, proved in little better plight. The Pegasus, now back in England preparing to relieve the Pandora at the Cape, was permitted to degenerate into a lame duck whilst in Australian waters.

## TELEGRAMS.

### IMPERIAL DEFENCE.

#### CANADA'S NOBLE GIFT.

Reuter's [Service to the "Telegraph."]  
London, December 5.  
Reuter's correspondent at Ottawa wires that Mr. Borden, the Premier, has introduced a Bill into the Dominion Parliament for increasing the effective naval forces of the Empire. By the Bill it is proposed that Canada shall give a sum of seven millions sterling to His Majesty the King for three Dreadnoughts, to be built in Britain and be placed at the disposal of the Admiralty for the common defence of the Empire.

Mr. Borden laid emphasis on the point that the great outstanding fact in the present position of naval power was that twelve years ago the British Navy and flag were predominant in every ocean in the world, whereas to-day they were predominant nowhere except in the North Sea. He considered that the situation was sufficiently grave for Canada to give the Mother Country immediate aid. Mr. Borden read a long Memorandum by Mr. Churchill stating with careful comparisons relative to the naval strength of Britain and Germany and also that of other Powers, that Britain at present possesses 18 Dreadnought battleship cruisers, against 10 owned by the other Powers, while in 1915 the figures will be 35 to 51 respectively.

#### A UNITED EMPIRE.

In the Memorandum which Mr. Borden read, Mr. Churchill added:—"Any action by Canada to increase the power and mobility of the Navy, thus widening the margin of our common safety, will be recognised everywhere as a most significant witness to the united strength of the Empire and a renewed resolve by the Dominions to take their part in maintaining its integrity."

#### FIRST BRITISH MINISTER TO JAPAN.

##### Discovery of a Monument.

According to the "Jiji" a stone monument in honour of the late Sir Rutherford Alcock, the first British Minister to Japan, was discovered at Atami, the well-known hot springs, by Mr. D. Hashimoto, proprietor of the Takasago Hotel in that place in November, 1911. On the monument is an inscription in Japanese stating that Sir Rutherford on July 18th, 1860, left Yedo, or Tokyo, on leave and ascended Mt. Fuji on the 28th of that month and visited Atami on the 29th of the same month. The monument, which is of natural stone, measures about four feet in height and stands on a stone base, about three feet high, being thickly covered with moss. Mr. Hashimoto at once reported the matter to the Tokyo Foreign Office and the British Embassy in Tokyo, but no notice whatever was taken by the authorities at the time. Sir Claude MacDonald, the retiring British Ambassador in Tokyo, on being informed of this extraordinary discovery later, started investigations regarding the matter, when it was ascertained that the monument in question is a genuine one. Thereupon the Ambassador sent a letter of appreciation to the discoverer for the trouble he had taken in discovering the monument, which had stood there unnoticed for a half century. Mr. Hashimoto, with the support of the local people, is now planning measures to preserve the historical relic. The paper adds that Sir Rutherford Alcock was in Tokyo when Lt. Kamonokami was assassinated outside the Sakurada gate by the Mitobris.

## TELEGRAMS.

### THE CHINESE REPUBLIC.

#### TANG TO VISIT HONGKONG.

[From Chinese Sources.]  
Shanghai, December 5.  
Ex-Premier Tang Shao-yi left Tientsin for Hongkong to-day on his way back to Hungeban, his native country.

#### A NEW ATTITUDE.

Hung Hsi-ling is severely criticised by the press for his action in opposing the raising of foreign loans.

#### JAPANESE AFFAIRS.

The Chinese Cabinet has telegraphed to the Chinese Minister at Tokyo asking him to enquire into the alleged resignation of the Minister of War, who is reported to have differed with the Premier over the question of increasing the strength of the Japanese forces in Korea.

#### RUSSIA AND CHINA.

Russia will despatch a plenipotentiary to China to conduct negotiations with the Chinese Government on diplomatic affairs concerning Russia and China.—"Shat Po."

#### YUNNAN FEELING.

The people in Yunnan are greatly irritated over the Mongolian affair and are determined to despatch troops on an expedition into Mongolia. Li King-yuen, the leader of the Republican Society in Yunnan, is on his way to Peking in connection with this matter.—"Shat Po."

#### CHINO-AMERICAN ALLIANCE.

Shanghai, December 5.  
Dr. Wu Ting-fang has accepted the appointment as Chinese plenipotentiary to America in order to form an alliance between America and China. Dr. Wu will shortly proceed to Peking.

#### SALT COMMISSIONERS.

President Yuan has appointed Lam Ping-cheung as Salt Commissioner for Kwangtung and Kwangsi, Chang Hu as Salt Commissioner in Chekiang and Kiangsu and Ng Ngor-ho as Salt Commissioner for Fukien.—"Sai Kai Kung Yik Po."

## SUCCESSFUL SEARCH.

### Proceeds of Robbery Found.

On October 10th a theft was committed at Stonehouse, 5 Robinson Road, the residence of the Manager of the Nippon Yusen Kaisha, and there was stolen jewellery to the value of \$1,350. The police immediately commenced to investigate the matter, and \$1,100 worth of the stolen property has been found in a dealer's shop in Queen's Road Central, where the stolen goods had been purchased in good faith. It is alleged that one of the thieves was in the employ of the manager of the Nippon Yusen Kaisha, as a cook, and that he is now undergoing a sentence of six months imprisonment. It is also stated that an order for him to be detained in the stocks for four hours was also made against him.

## BAD WEATHER OUTSIDE

Steamers coming into port have experienced very bad weather, as the following reports will show:—

Piteaulok, from Bangkok: Off the Paracels encountered a heavy typhoon, from thence strong N.E. monsoon with high seas.  
Beneluch, from Singapore: Experienced strong N.W. and N.E. winds and high N.E. swell.  
Lord Derby, from Manila: Heavy N.E. winds and sea, accompanied by heavy rain.  
Laertes, from Saigon: Strong northerly gales with high seas.  
Tao Sai, from Tientsin: Heavy N.E. storm till the 5th inst.

## TELEGRAMS.

### THE REFERENDUM.

#### UNIONIST TACTICS.

Reuter's [Service to the "Telegraph."]  
London, December 5.  
Lord Lansdowne, speaking at a Unionist demonstration in London, replied to Mr. Asquith's criticisms and declared that the pledge to submit Tariff Reform to the referendum, at the last election, was conditional on a similar pledge being given with regard to Home Rule. The Unionists, after careful consideration, had decided that that pledge cannot hold the field all the time. It would be unfair to use the referendum for Tariff Reform only.

## HEAVY WEATHER.

### Caledonien in a Typhoon.

The French Mail s.s. Caledonien has had a hard battering by the sea prior to her arrival in Hongkong early to-day.

In an interview with a representative of the Hongkong "Telegraph" on board, her Captain said:

"A typhoon was signalled to us off Cape Padaran, and when we were to the South of the Paracels, the full weight of the gale struck us."

"On the second of December, at 10 a.m., it blew a terrific gale from the N.N.W., and the seas were such as I have never seen before. On the third and fourth of December the same weather continued, and I reduced my ship's speed to one quarter of her power. Then it began to rain. It not only rained, but it literally poured."

"With the seas washing clean over us, and the rain coming down in sheets, we were thoroughly soaked."

"I estimated," the skipper went on, "that we were about 250 miles from the centre of the typhoon when we experienced the worst weather, and I think that we have done very well to be only thirty hours late."

"The ship laboured badly," the skipper added, "and at 3 p.m. on the 4th of December (quoting from his log) the seas were so great that the engines raced badly. Enormous seas came straight away over the bridge itself, and we were fortunate in that no serious damage was done."

"The average wind was N.N.E. and very heavy, but the glass was remarkably steady for so bad a storm."

"The ship looks as though she had had a sea-battering, but she steamed again to-night, after having coaled at the Kowloon Wharves."

## ADJOURNED AGAIN.

The case of alleged forged power of attorney which has been before the magistrate on several occasions, was again brought before Mr. C. D. Melbourne, this afternoon.

The case was eventually adjourned.

## Wireless for the Army.

The committee recently appointed by the Secretary for War to consider wireless telegraphy in the Army, held its first meeting at the War Office on October 31. The members are Sir Henry Norman, M.P. (chairman), Colonel R.D. Whigham, D.S.O., of the General Staff; Commander A.E. Silvertop, R.N., of his Majesty's ship Verno; Major R.H.H. Boys, D.S.O., R.E., of the Department of Fortifications and Works; Lieutenant Colonel Hippisley, of the Territorial Force; Mr. E. Russell Clarke, of the Inner Temple; and Captain A.M. Henley, of the General Staff (secretary). The proceedings of the committee are confidential.

## TELEGRAMS.

### A NEW OFFENCE.

#### NO AUXILIARY WIRELESS.

Reuter's [Service to the "Telegraph."]  
London, December 5.  
Reuter's Boston correspondent telegraphs that Captain Hall, of the steamer "Numidian," has been arrested for alleged violation of the Wireless Telegraphy Act on the ground that his vessel did not possess an auxiliary equipment sufficient to transmit messages 100 miles.

## CAPTAIN HARDER'S SUDDEN DEATH.

The tragically sudden death took place yesterday afternoon of Capt. Harder of the s.s. Liang Chow who arrived at the Hongkong Hotel only a very short time before his death. We learn that shortly after his arrival he went to see his doctor who, after examining him, told him to go home to bed at once. He went to his room at the Hotel with his wife when he suddenly collapsed. A doctor was sent for, but before he arrived, Capt. Harder died, death being due, it is said, to heart failure. The deceased gentleman, we are informed, also suffered from asthma.

Captain Harder, who was 62 years of age, had been for many years connected with the China Navigation Company on their Northern run. He leaves behind a wife and a young daughter both of whom arrived in the colony on Dec. 4. The occasion of the deceased gentleman's visit to Hongkong was to enable his ship to undergo her annual inspection and overhaul at Taikeo Dock. He was generally well known on the coast run and was popular among seafaring men.

Seen to-day by a representative of the Hongkong "Telegraph" Mr. Stewart of the China Navigation Company expressed his personal regret and that of his company at the death of Capt. Harder, who had served the company for more than twenty years.

## A FREAK OF NATURE.

Through the courtesy of Mr. F. P. Soares we have been given a sight of an exceedingly wonderful freak of nature. It is a species of potato or yam, dug up from the ground in the New Territories. It has quite naturally taken the form of a gorilla in miniature. It is some ten inches or a foot in height, and is absolutely perfect in proportion, and, moreover, every limb and feature is thoroughly pronounced. The "gorilla" is in a sitting posture, and its likeness to nature is all the more emphasised by the fact that the form is covered with a fibrous growth having all the appearance of a hairy coat.

The freak is now being exhibited in Messrs. Grace's shop window, in Pedder Street, and is, we understand, for sale.

## BOAT PEOPLE FINED.

This morning in the Marine Magistrate's Court, before Commander Basil Taylor, R.N., fines of \$10 each were imposed in three cases where boat people were found carrying persons in excess of the number allowed by their licences.

Ten boatpeople charged with disobeying the lawful orders of the Harbourmaster by anchoring to the west of Prosperine Rocks, were fined \$5 each.

Wong Kam Shui, who failed to carry the regulation lights while under way in Victoria Harbour, had to pay \$10.

For unlawfully anchoring within 100 yards of low-water mark in a prohibited place, and during prohibited hours, three boatmen were fined \$5, \$5 and \$5 respectively.

## TELEGRAMS.

### BOXING.

#### MIDDLEWEIGHT CHAMPION.

Reuter's [Service to the "Telegraph."]  
London, December 5.  
Reuter's correspondent at Paris telegraphs that Papke beat Bernard in the seventh round for the middleweight championship of the world.

## SIR C. CLEMENTI SMITH.

A life-sized portrait of Sir Cecil Clementi Smith, G.C.M.G., has been placed in the Hall of the Mercers' Company, Cheapside. To Sir Cecil is thus paid the same tribute as accorded to his fellow Mercer, the Earl of Selborne, likewise for a brilliant Colonial record, says the "L. & C. Express." The artist, Mr. R. G. Eves, has depicted Sir Cecil in the robes of the Order, seated, and with his face turned three-quarters, and the likeness is exceptionally incisive and characteristic. Sir Cecil Clementi Smith, after a notable career at Paul's School and Corpus Christi, Cambridge, was elected one of the first student interpreters for Hongkong. He remained there until he became Colonial Treasurer. Afterwards transferred to the Straits Settlements, he was given the post of Colonial Secretary, and nine years later was appointed Governor. In the meantime he had acted as Lieut.-Governor and Colonial Secretary at Ceylon. Sir Cecil is a great authority on matters connected with the Far East. His father was the Rev. John Smith, Rector of Buckhurst Hill, Essex, and his mother a daughter of Clementi, the well-known composer.

## Ball-Firing From A Biplane.

Actual firing with ball ammunition from a quick-firing gun mounted in a biplane took place last month at Ash Ranges, near Aldershot. Mr. Geoffrey de Havilland was the pilot and Mr. Wilson the gunner, both of the Royal Aircraft Factory at Farnborough.

Three specially prepared targets had been constructed, and shots were directed from the biplane from heights of 2,000ft. and over. Two of the targets were flat on the ground and the other in a slanting position. Several bullets penetrated the canvas of the targets, which were 30ft. by 10ft.

One of the features of the flying-gun operations is that the pilot gets behind the gunner, who signals when he is to discharge a volley, and being able to time his movements, prevents undue oscillation. Other flying-gun biplanes are in course of construction at the factory.

## Belaclava Survivors.

"There are very few of us left to answer the roll call," said Mr. W.H. Pennington, of the 11th Hussars, one of the survivors of the Belaclava Charge, at the fifty-eighth anniversary banquet at the Holborn Restaurant, London, recently. Eleven of the survivors attended the banquet last year, but only nine of them were present last week. Hole and heavy look the nine veterans, the oldest of whom was eighty-eight and the youngest seventy-nine. The company stood in silence to honour the toast, "The Memory of the Dead," and two buglers standing at the head of the table sounded "The Last Post." The King sent his best wishes for a successful evening, and a cheering telegram was received from the Countess of Cardigan, the widow of the leader of the famous charge. The banquet was in aid of the Belaclava Survivors' Relief Fund organised by Mr. T.H. Roberts, the secretary.

## NEWS FOR BUSY MEN.

### TELEGRAMS.

#### THE NEWS CONDENSED.

The Grecian attitude has excited annoyance in official circles in Bulgaria.

The Austro-Serbian outlook is regarded as more favourable than hitherto.

In Belgrade the armistice is welcomed, as it is believed that Serbian aspirations will be fulfilled.

It is announced in Athens that most friendly relations have not ceased to exist between the Allies.

In Paris, Papke beat Bernard in the seventh round for the Middle-weight Championship of the World.

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Lord Lansdowne has declared that the Unionist pledge to submit Tariff Reform to the Referendum cannot hold the field for all time.

The London papers comment on the sensitiveness of the Russian and French press on the subject of the German Chancellor's recent speech.

Greek gunboats have bombarded Valona, but have withdrawn on a protest from the President of the Albanian Provisional Government.

Canada is to give seven millions sterling for three Dreadnoughts to be placed at the disposal of the Admiralty for the common defence of the Empire.

Capt. Hall, of the steamer Numidian, has been arrested in Boston for an alleged violation of the Wireless Act as his ship did not possess an auxiliary equipment.

## LOCAL.

The Caledonien had a rough passage on her way north from Saigon.

An interview with Bishop Pozzoni appears in to-day's paper.

We publish to-day an interesting interview with Mr. E. J. Haberer, a journalist of Manila, on Philippine affairs.

Captain Harder, of the China Navigation Company, died suddenly at the Hongkong Hotel yesterday afternoon.

Judgment on the point of law raised by Mr. F. O. Jenkin in the Canton murder trial, as to the Jurisdiction of the court to try the case, will be given on Monday.

## Crowded Ships for Australia.

The rush to Australia continues, says the "Daily Mail." The applications received at the Government offices of Queensland, Victoria, and New South Wales for assisted passages are still greatly in excess of the number of people who can be sent out of Queensland, which received 12,863 emigrants last year, has been seriously handicapped by the shortage of boats. This year of the 6,000 who have thus far gone to Queensland more than 5,000 emigrants were selected by their friends. Enough applications have now been received, says Reuter, to permit of all available shipping accommodation until June, 1913.



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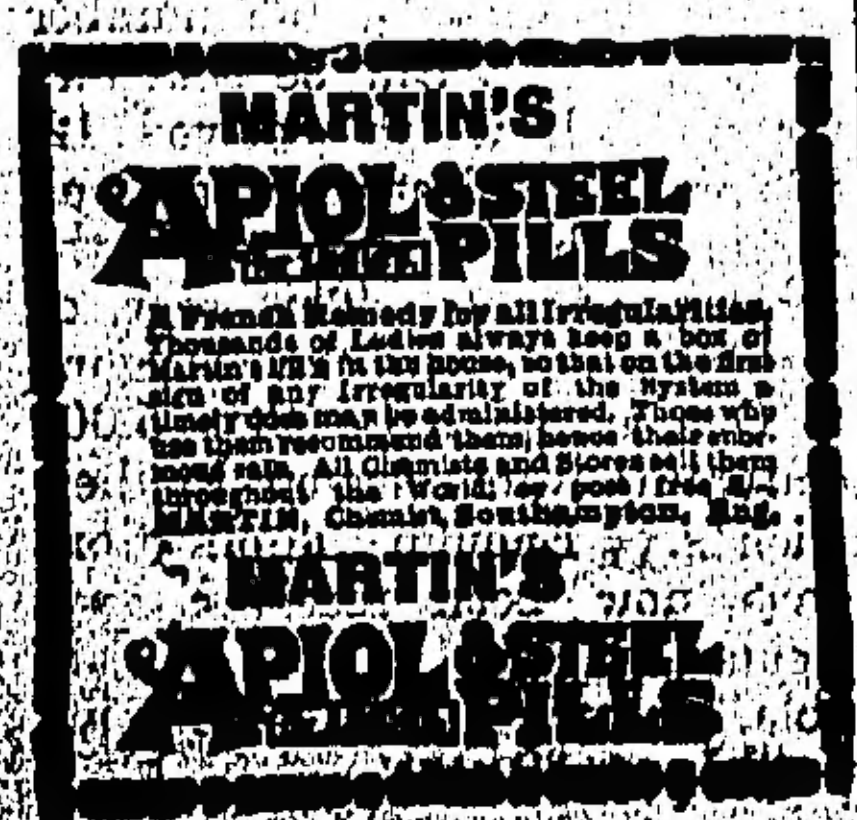
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Manager. 26

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Cuisine under the supervision of an Experienced FRENCH CHEF, and  
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Hongkong, 1st Aug., 1912. 66

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TAIPEH, FORMOSA.

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EXCELLENT COUSINE AND  
GOOD SERVICE. RATES  
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trains and steamers. Luggage are  
ranged for without any trouble to  
guests.

Hongkong, 1st Feb., 1912. 182

**J. T. SHAW,**

FOR THE NEW SEASON.

Begs to notify the Public he has just received a very fine col-  
lectionment of Gents Fine Foot Wear from the Leading English and  
American Makers.

HIGH STANDARD OF QUALITY.

The footwear is remarkable for its sensible shapes, accurate fit,  
high-grade materials and long wear. It is designed by experts  
with such a nicety and on such correct principles that the boots  
retain their shape to the last day of wear.

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The leathers used are carefully selected from the best markets of  
the world, and are durable and of light, firm texture specially suit-  
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HONGKONG HOTEL BUILDINGS, QUEEN'S ROAD.

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The old style of cement bifocals with their  
disfiguring and annoying dividing line has  
been supplanted by a new lens with two foci,  
the upper portion of the glass for distance and  
the lower for reading, ground from one single  
piece of glass.

You who wear two pairs of glasses may  
now use one pair instead. No one can tell  
that you wear bifocals. No cement to blister;  
no thin segments to lose off.

Call and inspect this line. We grind  
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**WE LEAD, OTHERS FOLLOW.**



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**OUR  
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South China Morning Post.

Higher Pay in the Navy.

Although in some ranks and ratings the pay has been raised during the last fifty years, there are cases in which it remained the same but the increases which during that prolonged period "My Lords of the Admiralty" have seen fit to grant have been totally out of keeping with the general increase in the necessities of life and the decline in the purchasing power of money. On no station has this been more evident than on the China station, where the men are frequently on the move from port to port in, perhaps, the most expensive country in the world from the European standpoint. Their grievance has been accentuated by the humiliation of having to rub shoulders, "fraternise," is the word, with the sailors of other nations and particularly those of the United States navy, whose pay is far greater than their own. With Lord Charles Beresford we say that the matter of pay is one of vital moment, affecting the contentment, comfort, and discipline of the Fleet, the Admiralty therefore, however much they may have "rowed" about it, are to be congratulated upon the step taken as it is one which cannot fail make the Service more attractive to the right material and to lessen the difficulty experienced in recent years of finding men sufficient to work the monster fighting machines which are steadily being added to the greatest Fleet the world has ever seen.

Daily Press.

The Tramway Boycott.

Our vernacular contemporaries in Canton doubtless know that the countryman from England or Germany who wants to enjoy the delights of France finds it convenient to exchange the coins in his pocket for the currency of the country he visits. Chinese travelling from one province to another in China do the same, and surely it is not unreasonable on the part of the Hongkong Tramway Company to ask that in a British Colony fares shall be paid in the currency of the Colony. Many firms in the Colony have long made it a practice to refuse Chinese subsidiary coin in payment of accounts, and Chinese, as well as foreign travellers by the railway know that it costs them more (in Chinese coins) to come to Hongkong from Canton than it costs them (in Hongkong coins) to go from Hongkong to Canton. What the Chinese should do is to exert their influence on the Canton Government to rehabilitate the currency of the province, so that there would be no loss by exchange. They would then get credit abroad for possessing sound sense, and they would be doing real service to their country.

China Mail.

British Trade With China.

If the British manufacturer will but be on the lookout for the vast enterprises that must be undertaken in China, if he will utilise his present enormous equipment with which to deal with such development, and make use of his past commercial relations with the Orient, he will find that there is no manufacturer on the face of the earth with whom the Chinese will more readily transact business; he will find that the new Republican Government—which it is more than time the British Government fully "recognised"—will be only too willing to obtain the assistance of the British. If he continues his flabby policy of "muddling through," he will find something quite different—that other nations, with not a tenth of the British manufacturer's advantages, will be able to compete successfully where they but for the easy-going ways of the British, could never have obtained a footing.

Full Board \$45.00 per month, Tenor tickets for 30 meals \$20.00. Strict cleanliness and only best Material used.  
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**AQUARIUS:**  
THE MINERAL WATER  
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**GOLD WALTHAM WATCHES.**  
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Hongkong, 29th November, 1912

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Your Christmas Cakes, Mince Pies, Plum Puddings, Hams, Turkeys, Geese, Chickens, Joints &c. Melton Mowbray, Pork Pies, Game, Beef and Mutton Pies, All Cooked and Ready for table.

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BAKERS, CONFECTIONERS & RESTAURANTEURS.



## TELEGRAMS.

The following appeared in an extra published after we went to press yesterday:—

## THE NAVY.

## THE INCREASES IN PAY.

Reuter's [Service to the "Telegraph"] London, December 5.

In the House of Commons, Mr. Winston Churchill announced that the increased pay in the Navy would include an increase of 15 per cent. for able-bodied seamen, and increases of pay to marines, lieutenants and half-pay captains, and also a command allowance of five shillings daily to commanders.

The total cost of the proposals would be £351,273 for men and £5,200 for officers. The proposals would come into force immediately.

The increases include 3d. daily for able-bodied seamen and first-class manhood service and 4d. for petty officers of both classes. Further, marines, after six years' service, receive 3d. in the lower and 4d. in the upper. The increases in other classes will be in accordance with special recommendations, positions such as shipwrights, are special consideration, scheme of payment include a penny a day for each good conduct badge.

Mr. Churchill said that the kit on rating in the future would be free. The pay of lieutenants rises by successive shillings after four, six, eight, ten, twelve and fourteen years' service.

## "AN IDEAL HUSBAND."

Those who avail themselves of the opportunity of seeing this play on the 17th, 19th or 21st instant will not only enjoy a rich historic treat, but they will have the satisfaction of knowing that they are benefitting four of the most deserving charities for the poor and helpless amongst the juvenile population of this cosmopolitan community.

The Diocesan Girls' School and Orphanage was founded in 1899 as an offshoot of the Boys' School and Orphanage, and has done excellent work for 13 years in educating European and Eurasian girls; it provides a home and school for orphans and poor children at reduced fees or without fee, and is the only institution of its kind in the Colony. Owing to the pressure of population upon the present site of the school in Bonham Road it has become necessary to move the school to Kowloon where a substantial and convenient building is now being erected. The Building Fund is much in need of money.

The Eyre Heluge was established by the late Miss Eyre who devoted her life to the rescue of Chinese girls from criminal and immoral surroundings and to training them to be useful members of the community. It occupies the Bellios Reformatory at Causeway Bay, where a large number of young women and girls are cared for and instructed in useful employments under the Management of a Committee of ladies and a most capable superintendent.

The Blind Home at Kowloon was first occupied in 1902, but the Hidesheim Missionary Society for Blind Girls commenced with a small school in Canton in 1891 and in Hongkong 1897. The present building is filled to its utmost capacity with blind girls who are tended with loving care and taught useful occupations. A branch home is being erected on the Pokfulam Road. Here again is a building fund in need of much support.

The St. Louis Orphanage, at West Point, is a well known home for orphan boys of any denomination, who are educated and taught trades by the Roman Catholic Fathers and started in life.

It is clearly therefore the obvious duty of all who read these lines to book early and book often, as if they cannot use all the tickets they buy they can give them to their friends, and the fact of having contributed to charity will give them a zest for their Christmas Dinners.

The booking office opens to the public at Moutrie's on Saturday next.

## GENERAL NEWS.

For the London School of Tropical Medicine.

A letter, signed by Sir Frank Swettenham, Sir William Treacher, Mr. Arthur Lampard, Mr. Noel Trotter, and Mr. H. K. Rutherford, has been sent to the press in which the writers, as members of the City Sub-Committee for the Rubber Trade appointed at a meeting of the London Chamber of Commerce held on July 31, make a special for further contributions towards the sum of £100,000, for the raising of which a Lord Mayor's fund for the endowment and extension of the London School of Tropical Medicine was started in February. Contributions should be sent to the Secretary, London School of Tropical Medicine, Connaught-road, Albert Dock, E.

## Japanese Espionage in Australia

A Sydney correspondent of the "Australasian" writes that the prevailing uneasiness in Australia in respect to Japanese espionage has received an impetus from a report by officers of the Intelligence Corps that Japanese and German spies have been working for six months in the vicinity of important railway junctions in the north and east of the Commonwealth. Japanese, recently captured, were equipped with photographs of the supports of Hawkesbury railway bridge, the weak link in the military communication between New South Wales and Queensland. Members of the Federal Parliament are agitating for severe anti-spy legislation, but the Government, though obviously concerned, is disposed to rely upon the Imperial Official Secrecy Act.

## Newspaper Law in America.

The Supreme Court at Washington on October 28 advanced the cases brought by New York publishers to test the legality of the postal legislation in the last appropriation bill affecting ownership, circulation and advertising matter in newspapers, mention of which was made in the "Telegraph" recently. The arguments were to be heard on the merits of the case on December 2. There are two cases, but they will be joined, one involving an injunction which was sought by the "Morning Telegraph" or Lewis Publishing Company, and the other by the New York "Journal of Commerce" both of which were denied by the Federal Court for the Southern District of New York. The petitioners asked that the Department of Justice officers and the Post Office Department officers and agents be enjoined from putting the law into effect.

## French and German Interests on the Congo.

A new step in the remaking of the map of Africa is just to be undertaken by French and German boundary commissioners who have recently sailed for the Congo. These commissioners will fix the new frontiers between French and German territory adjoining the Congo, Ubanghi and Logone-Shari rivers as outlined in the treaty which was signed after the Agadir clash last year. A difference of opinion as to the status of certain islands promises to lead to difficulties, but as France and Germany have both agreed to let the Hague Tribunal settle all disputes no serious complications can result.

## Mr. Roosevelt Thanks Everybody.

In behalf of Col. Roosevelt a statement was issued on October 27 to the following effect:—"Col. Roosevelt wishes to take this method of expressing his very deep appreciation of the multitude of letters and telegrams that he has received since the shooting. The number was so very large, many thousands all told, that it was a physical impossibility for him even to attempt to acknowledge each individually, and while the endeavor has been to have some answer sent to each, yet in the confusion it is probable that some telegrams and letters have been mislaid, or that the addresses of the senders have not been found. He trusts that in any case where this has happened the sender will pardon the failure to answer, in view of the circumstances set forth above. He again wishes to state how grateful he is for all these expressions of good will."

Prepaid Advertisements  
ONE CENT PER WORD  
FOR EACH INSERTION.

## TO LET.

TO LET on 2nd Floor No. 2, Pedder Street.  
One roomed Office. Apply Property Office, Jardine, Matheson & Co., Ltd. Hongkong, 23rd May, 1912. 7881

TO LET FURNISHED No. 119D the Peak, from middle of April until end of October, 1913. Four bedrooms, Tennis Court and Garden. Apply to ELDON POTTER, Prince's Buildings.

TO LET Tuen-mun, 186 Barker Road, furnished for one year from 1st March, 1913.—Apply to L. C. Crawford & Co.

OFFICES TO LET.—First Class, central accommodation, light and airy, on First, Second and Third Floor, in new building (see page 2). Apply to W. A. LAIDLAW & CO., LTD. Entrance from Des Vaux Road. Electric Lift to all floors. Electric Light throughout.

The plan can be seen and all particulars obtained at the Office of Messrs. PALMER & TURNER, Alexandra Buildings, 3rd Floor. Hongkong, 30th Sept., 1912. 7708

## SERVICE MATTERS.

## The New 14-in. Gun.

A New York exchange states that the first official trial of the new 14-in. gun was on 4th ult. and demonstrated the accuracy of the weapon. The gun will probably be mounted in the Panama, Honolulu, and Manila fortifications, and will gradually supersede the 12-in. gun at New York and elsewhere. Six shots were fired in 3 mins. 45 secs. "The Haldane Scheme of Economy with Efficiency."

The fourteen battalions of infantry, and the several companies of artillery which were disbanded under the Haldane scheme of "economy with efficiency," would come in very handy now, says the "London and China Express." That the Empire is within the shadow of war is undeniable, and that its land forces are despicably small is a patent. Why is the 1st Battalion East Lancashire Regiment being hurried off to Gibraltar? Why is the 3rd Battalion Surrey off to the Mediterranean? The answer is to be found in the reductions which have been made in both our land and sea forces. The evasions of the Admiralty about the number of armoured ships in the Mediterranean are unworthy subterfuges, and would hardly deceive a child. If war breaks out Great Britain will have to call up every reservist, naval special reservist and volunteer that she can get for her immediate wants. Where are the reinforcements to come from?

## The Refit of Warships.

There appears to be little ground for complaint, says the "Globe," against the recent order of the Admiralty, which lays down four weeks as the limit of time to be allowed in future for the annual refit of battleships and cruisers. This is less by about 100 per cent. than the time allowed a few years ago, and it is placing a heavy responsibility on the dockyard officials in view of the present method of providing certain stores often required for the refit of warships. It is truly hard to understand why a sufficiency of imperishable stores are not stocked.

## TO LET.

TO LET LARGE substantially built Godown situated on water front, East Point. For further particulars apply Property Office, Jardine, Matheson & Co., Ltd.

Hongkong 18th Aug., 1912. [588]

TO LET Large furnished Room, Bath Room attached, suitable for two Bachelors or Married Couple, Private Family, near Ferry, Kowloon.—Apply to "Z.Z.Z." Hongkong Telegraph.

## WANTED.

Wanted Half-house, Flat, or Suite Rooms Furnished and with Catering.

F. C. Jenkin  
Chater Road,  
(adjoining Hongkong Club Annex).  
Tel. 1286.

ed at our Royal dockyards for all purposes. To have to order, and often wait for, a certain fitting or instrument after the refit of a ship has actually been taken in hand, instead of having it ready to hand in the dockyard store rooms, appears to be just one of those pieces of official stupidity that are beyond the comprehension of an ordinary business person. Yet this is the state of affairs that exists in respect to several important items of stores, which are standing fittings and yet not kept in stock ready for immediate use. If there are difficulties in the way respecting patentees or rights of manufacture, such difficulties are capable of being removed by proper action; and if four weeks only are to be allowed the dockyard heads of departments for future annual refits they should obviously be able to get every store article they require for the work from the naval store officer at very short notice.

Colonel Commandant R.A. Major Gen. Sir John Slade, who has been appointed a Colonel Commandant of the Royal Artillery, retired seven years ago after 44 years' service. He served as adjutant of the Royal Artillery during the Afghan war, 1879, and as captain of Horse Artillery a year later. At the battle of Maiwand he commanded a battery, and he also took part in the defence of Candahar, this campaign bringing him the O.B. From 1887 to 1895 Gen. Slade was Military Attache at Rome, and the following year he was attached to the Italian Army during the campaign in Abyssinia. He commanded the British troops in Egypt from 1903 to 1905, and two years later he was made a K.C.B. Sir John was an Aide-de-Camp to Queen Victoria and a Gentleman Usher to King Edward. He was reappointed to act in the latter capacity to King George.

Melb M. M. M. Pork, Beef, Mutton, Game, Veal and Ham pies, Small Hot Pies always on hand 25 cents each.  
ALEXANDRA CAFE CO.

## Notices

## 2,000 VOLUMES IN STOCK

Our Circulating Library contains more than the above number of Volumes, and every mail brings the latest published.

## JUST RECEIVED

One Crowded Hour, By Sydney C. Grier  
The Panel, By F. M. Haefler  
Lucas, By E. G. Riddle  
Lady Q, By Mrs. Baillie-Saunders  
The Arrival of Anthony, By Dorothy Conyers

Sharrow, By Dorothea Von Hutten.  
The Palace of Logs, By Robert Barr.  
The Green Overcoat, By Hilaire Belloc.  
The Retrospect, By Ada Cambridge.  
Stormlight, By Lady Ironbridge.

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Mixes perfectly with all Drinks.

Makes Plain Water  
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Greatly  
IMPROVES  
Whisky, Gin, &c.  
and MODERATES Alcoholic  
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We can sell TORIC LENSES cheaper than anybody in China WHY? Because we have installed a new TORIC plant in our work shop, and now

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## HOTEL CRAIGIEBURN.

## PLUNKET'S GAP

The Peak,  
near the Tram Terminus  
Tel. 56.

For Terms apply to the

MANAGER.

## Notices

## The Egyptian Favourite

among those who have sufficient knowledge of the essentials of a perfect Egyptian Cigarette is one or other of the brands known as

Bouton Rouge  
and Felucca  
Egyptian Cigarettes

Until you have smoked them you really have not realized the perfection to which the manufacture of Egyptian Cigarettes can be brought. Their makers, Messrs. Maspero Freres, have now arranged for their supply by all high-class tobacconists at the most reasonable prices.

Sole Agents: British-American Tobacco Co., Ltd., Hong Kong. A Luxury to the Man of Taste.

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## ART PHOTOGRAPHER

## HONGKONG.

TELEPHONE NO. 1013.

Developing, Printing & Engraving

Hongkong, 1st May, 1911.

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## PROVISION &amp; COAL

## MERCHANTS

Hongkong, 23rd May, 1911

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By the OXY-ACETYLENE SYSTEM

Modern Appliances for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.  
Hydraulic & Pneumatic Tools, installed throughout the Works.

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787ft. by 68ft. by  
34ft 6in.  
Pumps empty Dock in  
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100-TON ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES THROUGHOUT THE SHEDS RANGING UP TO 100 TONS.  
50-TON HYDRAULIC TESTING MACHINE FOR CHAINS, WIRES, ROPES, ETC.  
Estimates given for Docking, Repairs to Hull and Machinery, Constructional Work.  
DOCKYARD MANAGERS, MR. J. R. BIRD, can be seen between the hours of 11 A.M. and Noon.  
MANAGERS AND AGENTS: AT THE TOWN OFFICE

BUTTERFIELD & SWIRE,  
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VERY OLD LIQUEUR.

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MALT SCOTCH WHISKIES.

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the reputation of the FINEST SCOTCH  
WHISKY in the FAR EAST.

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The daily issue is delivered free when the address is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.80 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is \$1.00 per quarter.

Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.  
(Payable in Advance.)

By Order, "HONGKONG TELEGRAPH."

The object of this paper is to publish correct information, to serve the truth and print the news without fear or favour.

Cable Address: Telegraph, Hongkong.

Telephone: No. 1. A.B.C. 5th edition. Western Union

### The Hongkong Telegraph.

HONGKONG, FRIDAY, DECEMBER 6, 1912.

### THE TWENTIETH CENTURY WOMAN.

It is an idea pretty widely accepted throughout the civilised world that the modern woman is daily growing less womanly and, by consequence, less worthy the homage and reverence which our fathers paid to their womankind. If this belief required confirmation—and unfortunately it does not—one could find plenty in the papers and wires that arrive daily from Europe and America. If the suffragist movement were the only, or the most flagrant, instance of the new woman's downward tendency, there would be but little cause for alarm; indeed, it would be absurd to blame women in general for the law's want of firmness and common sense in dealing with a few misguided persons who ought to be under kindly restraint. Suffragism exists, not by its own strength or by the justness of its cause, but solely by virtue of the law's weakness and its unreadiness to use the powers of punishment entrusted to it.

The women who are responsible for the loss of men's respect towards the sex are infinitely more numerous, and more dangerous to the society of the future, than the suffragists. By the side of the "fast" woman, the faddist, and the neurotic, the mere "suffragette" is but a baby, whose power to do harm to the race is concerned. The French, German and United States papers tell us frankly that suicide among the women of their respective countries is becoming more and more common, and, in almost every case, the cause assigned is nervous break-down, attributable to drink, drugs, gambling and all the other wretched items and pursuits that make up the feverish "life" of such persons. In England, matters are but little better; home is growing to mean less and less to the average woman; personal honour, honest pride, and duty towards God and neighbour are becoming matters for contemptuous mirth, while motherhood threatens to be only a reproach. Nor is this terrible outlook on life confined to one particular class. They who know the most elementary facts about human nature, know perfectly well that terms like "the vices of the rich" are but the cheapest claptrap. The disease affecting the modern woman has penetrated to every class; Peckham apes Belgrave, and Bermondsey follows in the wake of Brixton; and the only differences between the West End woman and her suburban, East End or provincial sister depend on opportunity.

It is easier to see the cause than the remedy. Remedy in this case might mean revolution; the relentless destroying of what was fondly believed, at one time, to be a salutary and strengthening measure on women's behalf; to wit: the modern system of feminine education. Girls are being taught subjects that only the more exceptional among them can grasp; they are receiving their education side by side with boys, with whom they are being schooled to regard themselves as equal; and such an up-bringing is apt, when maturity comes, to render the old-fashioned womanly pursuits of "snuggling fools and chronoling small beer," of bearing and rearing healthy children, and of leading those children towards what is good and best, commonplace, uninteresting or degrading in women's eyes. People may well speak of race-suicide nowadays; they will have occasion to speak of it a good deal more yet, unless the attitude of some of our womenfolk alters.

### DAY BY DAY.

There are two things that men should never weary of—goodness and humility.

**Returned From Leave.**  
Two members of the Hongkong Police Force returned from leave yesterday, L.S. Bond and P.O. Moody.

**The S.S. Zafiro.**  
The s.s. Zafiro, after undergoing repairs, came out of dock this afternoon and now lies at her moorings.

**Small-Pox Again.**  
The decomposed body of a child has been found, so the police report, near the saw mills in Canton Road, Kowloon. Death was apparently due to small-pox.

**Accident.**  
A Chinese, aged 23 years, has been sent to hospital, the police report, suffering from injuries caused by having accidentally been knocked down by a sling of rice which was being raised from the hold of a steamer.

**Service for Men.**  
The special meeting for men arranged to take place at the City Hall, has been altered so far as venue is concerned. It will now take the form of a service for men in St. John's Cathedral, at 9.15 p.m. on Friday December 20.

**"Life" and Its Consequences.**  
The police report that a female belonging to the unfortunate class removed to the hospital on Thursday suffering from the effects of immersion. It is alleged that she jumped into the Harbour in an endeavour to commit suicide.

**Lottery Tickets.**  
Two men were charged before Mr. Hazell at the Police Court, this morning, with having printing plant for the printing of lottery tickets. The first defendant was fined \$250, or in default, three months, and the other \$50, or in default one month.

**Aviation Meeting.**  
Mr. Kaziminsky, the well-known Russian aviator, an interview with whom appeared in our columns the other day, is to hold an aviation meeting at Macao on Sunday. He will give exhibitions on his Blériot machine, and a capital exhibition is promised.

**Trans-Siberian Route.**  
Messrs. Thos. Cook and Son inform us that the through first class rates to Europe via Siberia have been slightly reduced, and the Russian Vitesse Tax recently charged to passengers by Nord Express has been withdrawn, reducing the fare to London by approximately \$15.00.

**Interesting Judgment.**  
This morning the Puisne Judge, Mr. H. H. G. Gompertz, announced, while fixing dates for the hearing of cases, that the judgment on the points of law, raised in the trial of Ibrahim, for the murder of Ali Shafat at Canton, would be delivered on Monday.

**Bishop of Victoria.**  
The Bishop of Victoria is going to Canton to night. To-morrow (Saturday) he is to dedicate the Chapel of the New Diocesan Training College near Canton. On Sunday he is to preach at the Shambone English Church for the Bible Society, and to visit the C. M. S. Mission Church and School.

**Macao Celebration.**  
The feast of the Immaculate Conception is now being celebrated with much pomp in Macao. On Sunday Feast Day will be observed, and the ceremonies will include a grand procession at 4.30 o'clock. Previous to the procession the very Rev. Fr. Dr. A. J. Gomes, Rector of St. Joseph's College, will preach. By special request, and through the courtesy of the popular Secretary of the Hongkong, Canton and Macao Steamboat Co., Mr. W. Clarke, the departure of the s.s. "Heungshan" from Macao on Sunday has been extended to 6 p.m., instead of the time previously notified.

### TYPHOON WARNING.

The telegram quoted below was received from the Manila Observatory by the American Consulate-General, Hongkong, at 11.15 a.m. to-day.  
Cyclone or Typhoon N. E. of Luzon. Filling up.

### BISHOP POZZONI'S RETURN.

Interesting Interview with the Vicar Apostolic.

The Bishop of Tavia and Vicar Apostolic of Hongkong returned to the Colony yesterday, after spending some months in Europe. His Lordship, whose health has immensely profited by the change, appears to have had a busy time in Italy, for he was one of the members of a special Conference held at Milan to discuss the management of the various Catholic Missions in China and India with a view to bringing these into more direct communication with the Holy See.

"The Conference must be regarded as a great success," said Bishop Pozzoni to a "Telegraph" representative, this morning, "and I personally feel that I have profited very considerably by the interchange of ideas with missionaries from all parts of the Far East."

**Progress of Mission Work.**  
Of the general progress of mission work among the Chinese, his Lordship said:—"Results, so far as the Chinese from the more inland districts are concerned, are indeed encouraging. Chinese however, who live in Hongkong and Shanghai—in fact those who come under a certain sort of European influence—are harder to deal with. To them the white man's example means everything, and unfortunately they are all too ready either to copy his vices, or else to see in him as a poor instance of the influence of that Christianity which the missionaries are asking them to accept. The lower type of European, with his drunkenness or his squeeze-taking, is a terrible stumbling block."

While in Italy the Vicar Apostolic spent four days in Rome and, during that time, paid his duty-visit to Pope Pius X.

A visit to Pius X.  
"The reception which His Holiness gave me was quite a surprise, as well as a relief," he said. "Naturally I felt somewhat nervous on being shown into his presence. I was about to make the customary reverence when the Pope stood up and held out both hands to me. 'No, no,' he said. 'Sit down—sit down—and tell me all about China. I want to know all about this new Republic, and about Hongkong.' Throughout the whole interview, His Holiness rigorously set all ceremony aside and talked to me just like a brother. Naturally he wished to know what effect the establishment of the Republic would have on our missions; and I was glad to be able to tell him that it at least made for a decrease of prejudice where Christianity is concerned. He has empowered me to convey his special blessing to all the Catholics of Hongkong and throughout my vicariate."

**Idle Rumours.**  
Our representative asked was there any truth in the various reports spread as to the Pope's failing health.  
"Very little," said his Lordship. "At times he suffers from attacks of gout and, on such occasions, his doctor tries to persuade him to cut down his engagements and to be less ready in granting interviews. In this way, people get the idea that the Holy Father was under strict medical orders, confined to his room, and so forth; and exaggerated reports were soon spread. As a matter of fact," said the Bishop, laughing, "the doctors are kept pretty busy in seeing that the Pope does not dodge their vigilance, and tire himself with admitting any body and everybody. He hates conventionality and will receive a poor or unknown man quite as readily as a celebrity; in fact any body can have access to him."

On the possibility of the Vicariate of Hongkong being raised, in the near future, to the status of a diocese, Bishop Pozzoni preferred not to make a definite statement. "I cannot speak with any degree of certainty," he said. "Probably it will not be so very long."

### SEIZURE OF COCAINE.

We have been informed that Revenue Officer Wilden has made another seizure of cocaine in the godowns of a certain firm in Hongkong; this time the quantity represents 500 ounces.

### SOTTO DISCHARGED.

Proceedings in Court This Morning.

At the Police Court, this morning, before Mr. Hazell, Vicente Sotto, the editor of the "Philippine Republican Journal," published in Hongkong, surrendered to his bail, in connection with the arrest for the purpose of having him extradited to Manila on a charge of abduction. Sotto was actually discharged yesterday, but had to be present to-day to carry out the promise to appear on the date of surrender fixed by the bail.

Mr. G. K. Hall Brutton, of Messrs. Brutton and Hott, who defended Sotto, appeared at Court this morning, but Mr. P. M. Hodgson, the Assistant Crown Solicitor, who made the application for Sotto's extradition, did not put in an appearance.

His Worship:—"In this case I have received an order from His Excellency the Governor, made pursuant to section 8 of act 1870, for the warrant to be cancelled and the said Vicente Sotto to be discharged. That follows the words of the section I think. What I propose to do, and intend to do, is to endorse the warrant to the effect that it is cancelled, although I think the original order cancelled, and to endorse on the warrant the fact that it is cancelled pursuant to this section—therefore I order defendant's discharge."

### ADDITIONAL ISSUE OF \$1 NOTES.

We are in receipt of the copy of the following correspondence from the secretary of the Hongkong Chamber of Commerce:—  
Sir—Referring to your letter of 29th February on the subject of the lack of \$1. notes in circulation in the Colony, I am directed to inform you that His Excellency the Officer Administering the Government has approved the issue of the Secretary of State for the Colonies the advisability of permission being given to the Hongkong & Shanghai Banking Corporation to increase their issue of these notes from 225,000 to 350,000.

I am,  
(Sd.) E. Bullock,  
for Colonial Secretary,  
Colonial Secretary's Office,  
3rd July, 1912.  
(Reply from Government.)  
18th September, 1912.  
Sir—Referring to your letter of 3rd July, I am directed to inform you that His Majesty's Government have sanctioned the proposal made by this Government that the Hongkong and Shanghai Banking Corporation should be permitted to increase its issue of \$1. notes from \$225,000, to \$350,000.

I am,  
(Sd.) Claud Severn, Col. Sec.  
The Secretary, Chamber of Commerce.  
We are also in receipt of further correspondence which deals with the treaty of commerce between the United Kingdom and the Republic of Bolivia; and with the Panama Canal exhibit on in 1915. With regard to the first subject the Committee says that while it is unaware of any direct trade between the colony and Bolivia, they do not offer any objections to the treaty. Dealing with the Panama Canal exhibition, the Committee of the Chamber think it desirable that the colony should be represented, and suggest that the Chinese merchants be approached with a view to procuring co-operation.

### THOUGHT THEY NODDED.

Two chair coolies were charged before Mr. C. D. Melbourne, at the Police Court, this morning, with causing an obstruction in the street.

Mr. P. P. J. Wodehouse (Deputy Superintendent of Police) said the defendants followed a lady and gentleman along the street.

The defendants said they thought the lady and gentleman nodded to them to follow.  
A fine of fifty cents in each case was imposed.

### THE SOYO MARU.

Singapore Underbids Hongkong as to Repairs.

On November 28 the "Telegraph" published a wire stating that Hongkong had been underbid by the Tanjong Pagar Dockyard at Singapore in the contract for repairs to the T. K. K. Soyo Maru. We have already given particulars of the fire on board the Soyo, and we now add the following remarks of the "Singapore Free Press" as to the rival ports and the vessel's present condition.

One has recollections, says our contemporary, of hearing criticisms of the lack of enterprise shown by the Tanjong Pagar Dock Board when marine work and construction, which the layman with a more or less superficial knowledge of facts naturally supposed would come to the local dockyard, has gone to the rival port. It is not our purpose here to discuss the administration of the Board which may have had special reasons for the course adopted in respect to one or two big contracts that have passed, but it is very satisfactory to note that they have been successful in open tender against two Hongkong companies in obtaining the contract for the carrying out of the extensive work necessary to the "Soyo Maru" in sea-going order.

**The Tenders.**  
Specifications were prepared and representatives of three firms visited the vessel, the Hongkong and Whampoa Dock Co., and the Takoo Dockyard and Engineering Co., from Hongkong, and the Tanjong Pagar Dock Board. The Takoo company refrained from tendering so that only two tenders were opened, and, as stated above, the contract was secured by the Tanjong Pagar Board whose price was a little under \$100,000. The Hongkong and Whampoa Company's tender was for just over \$130,000.

**The Vessel's Condition.**  
After an inspection of the ship the only marvel is that it did not become a total loss. Twisted rails and buckled from sheenings, and charred and blackened woodwork give ample proof of the terrific heat that must have been generated. Taking the poop front bulkhead it may be described as completely gutted. The plates which form the shell of the vessel both on the port and starboard are buckled right down to the water line. On the poop deck the massive iron deck furniture and engine house covering, the ventilators and rails have all been bent into most weird shapes while the deck plates may best be described as resembling a miniature switch-back. The heavy steam winch right aft near the steering wheel has collapsed through the deck sheenings. Everything is in a chaotic state and the havoc the fire must have played is apparent when one glances from stem to stern and notices the fire region cut off by a sharp dividing line from the rest of the ship which is all spick and span in comparison. Underneath in the engine room and boiler house, where the effects of the fire were most fiercely felt, the same conditions are apparent, buckled plates, pipes and connecting rods, the engines blackened by the flames, and the walls of the room still showing the marks of the tongues of flame which licked up their sides.

**What Has to be Done.**  
It will be necessary to strip off the shell plating to the water line and rebuild using as many of the old plates as possible but those which have been at all buckled will have to be discarded, as when heated and straightened the metal expands beyond its former size and so becomes what might be termed a misfit. The same applies to the deck plates. The engines have not been damaged beyond repair but it will be necessary to put in new cylinders and columns, and the bed plate on which the engines rest. In short, it will practically mean the rebuilding of the after part of the vessel and making good all that has been rendered useless by the fire.

**Calendar.**  
A neat hanging calendar, issued by the Norwich Union Fire Insurance Society, Ltd., has been sent us by Messrs. David Sassoon & Co., the local agents.

### NOTES AND COMMENTS.

Undue Inquisitiveness.

A couple of telegrams from Chinese sources which have come to hand within the past two days indicate the lack of well-balanced public opinion in the capital of the new Republic. The first one speaks of the public severely criticising the Foreign Minister's "weakness" in that he refuses to make public the negotiations which have taken place between him and the Russian Ambassador regarding the Mongolian affair. Mr. Lu, however, declines to accede to the demands, very rightly pointing out that secrecy must be observed in diplomatic negotiations. The feeling of the public in this matter is an admirable pointer to the state of self-consciousness which has laid hold of the average Chinese since the inauguration of the new regime. Because they are Republican "citizens," they have a new right to pry into anything connected with the government of the country and its diplomatic relations. Undue inquisitiveness, no doubt, arises also from an inability to trust any official, however and until this distrust is fully dispelled, there is no really healthy future.

### Confused Thought.

The other telegram which is worth a passing note is one showing that the Press in Peking has completely changed its attitude in regard to the loan question. It was not many weeks ago that foreign loans were roundly denounced as tending to a sacrifice of China's prestige, but now we find that the ex-Minister of Finance is warmly rated for daring to suggest that national loans would be preferable to borrowings from foreign sources. It is a pretty picture, truly, though it also provides striking proof of the utter instability of public opinion in the North. Confused thought is China's chief malady these days, and it is a malady which, for the future of the country, must be cured at all costs.

### Cinematograph Censorship.

In a recent leader we discussed the inadvisability of allowing the reproduction, on the cinematograph screen, of scenes which the generality of folk regard as far too sacred for exhibition. Where stage, newspaper, book, painting or cinematograph are concerned, we plead for the abolition of licence but—at the same time—for the preservation of a rational liberty and latitude. Mr. G. A. Redford, the not too popular censor of plays, has now been entrusted with the censorship of films; and we fear that some of his expurgatory ventures will hardly find favour in the eyes of the more broad-minded of the British Public. Already he proposes to prohibit films dealing with Biblical subjects, crime, compromising love situations, prize fights, dog fights, mixed bathing and burial scenes.

### The Iron Heel.

Is not this carrying things a little too far? Such people as Mr. Redford will not see that the world is not to be redeemed by a narrow Puritanism. England tried Puritanism before, and the only harvest to be reaped from it proved to be one of smug hypocrisy. Of course one doesn't want to see crime made easier by practical illustrations of "how to do it," but isn't there a happy mean? Because right-thinking people object to seeing the Passion travestied, does it follow that the magnificently dramatic scenes in Jewish history, as given in the Old Testament, are to be banned? Because cinematograph proprietors were fools enough to screen the Johnson-Jeffries fight, thereby setting a lighted match to the gunpowder of slumbering colour-prejudice, are all representations of good, honest fights to be written off as mischievous or vicious? And as to mixed bathing—well, it's just mixed bathing; you can see it on Brighton beach and even in Hongkong. When Mr. Redford weeds his garden, does he perform the task by clipping off the tops of the weeds with a pair of shears?



## SPECIAL CABLES.

## BRITISH NORTH BORNEO.

## GOVERNOR'S TRAGIC DEATH.

[Our Own Correspondent.]  
Singapore, December 6.  
His Excellency Mr. Scott Mason, the newly-appointed Governor of British North Borneo, met his death in a tragic manner this morning.

## EUROPEAN AND OPIUM.

## An Export Proposition Causes Trouble.

At the Police Court, this morning, before Mr. O. D. Melbourne, James Baker, employed by Messrs. Palmer and Turner, again appeared to answer a charge of exporting opium in contravention with the exportation of opium.

Mr. P. M. Hodgson, the Assistant Crown Solicitor, prosecuted; Mr. H. L. Denny Jr. of Messrs. Denny and Bowley, appeared for the defendant, and Mr. O. Hutchison, Superintendent of Imports and Exports, also attended.

Mr. Denny said that no evidence had been produced as regards the first charge. There was no evidence that opium was not off at the time, (that was 26th) when the application for exportation was held up.

Question of Permits.  
The only evidence brought forward concerned a subsequent date upon which they were not "off". As regards the second charge brought under section 20, Mr. Denny said that he would ask his Worship to read the Ordinance and he would take this question, that section 20 did not cover the facts which had been proved. The Ordinance said "importation", or "any place according to the permit", and that permit, he submitted, was a permit of importation and if the Ordinance was designed to cover any further ground it would have said "or any permit which comes under this Ordinance". It was distinctly a limited permit for importation and, so far as section 20 was concerned, it did not cover the ground. The chests were in possession of the captain of the Lai Sang.

His Worship:—Yes in possession of the captain. These cases in Court did not contain opium, at least so the export says.

Mr. Denny argued that he was charged with not having opium where he ought to have it on a certain date. After it was stored it was consigned to the ship. After the Application was signed.

His Worship:—After an application was signed by your client.

Mr. Denny:—This application to export is under a different section; I am not considering that section at all. I am considering section 20, your Worship.

His Worship:—Number twenty. I think you said the opium was in the custody of the captain and not your client.

Mr. Denny:—There was no opium under section 20. I am not liable for whether there is opium there or not. It says there was no opium on board the Lai Sang under Section 20. I am not responsible if it is not on the Lai Sang. It is a perfectly different section and a perfectly different offence.

His Worship:—As the charge stands now it does not state where the opium should have been.

Mr. Denny:—The evidence is brought to show it was not on the Lai Sang.

His Worship:—Afterwards a search was made?

Subsequent Offence Not Evidence.

Mr. Denny:—Yes subsequently. Evidence of a subsequent offence is no evidence to show my client's knowledge before.

Mr. Hodgson:—Now you are on the export permit again.

Mr. Denny:—This does not apply to the question at all; it applies to opium stored. I am not charged with having opium. I am charged with not having opium there on a certain date.

Mr. Hodgson:—Yes you are.

Mr. Denny:—My friend has not added any charge under the

wording of a subsequent date. He has not brought any evidence to show there was no opium at the place where it was stored.

His Worship:—On the 26th they have no trace of the opium.

Mr. Denny:—You must produce evidence to prove it was not. The Ordinance says the onus is on the prosecution to trace it. They must trace how this opium disappeared.

His Worship:—If he says the opium was there it disappeared after the permit was issued.

Mr. Denny:—In his speech for the defence said that his client signed the document in good faith under the impression that he was carrying out a bona fide transaction. The history of the whole case was that his client received a letter from a relation some time ago—as a matter of fact it was his son-in-law, a Chinese in Singapore—telling him that a capitalist was willing to offer him the management of a business he contemplated starting. That business was the exportation of opium to Singapore in the name of this man. Finances would be supplied, an office taken and he would receive a stipulated salary of so much a month. It was also considered that the business could be extended to silk. The defendant thought it was a perfectly bona fide thing and he could see no flaws. All he had to do was to buy the opium, pay for it, fill up the form and ship it to Singapore. As the business extended he was to have his salary increased. An office was taken in Bank Buildings, and on a certain day he went to Nemaze where he bought the opium openly, and it was weighed and paid for.

Defendant said that for five years he was in the Hongkong Police Force. He came to Hongkong in 1888. He was to be allowed \$200 a month for looking after the Singapore production.

By Mr. Hodgson: He recognised that the same questions would not be asked him in applying for a permit as would be asked a Chinese.

A fine of \$1,000 was imposed. The fine was paid.

## INTERESTING CASE.

## Damages Claimed for Alleged False Imprisonment.

The case was mentioned in the Summary Court this morning in which Ling Oi Ting is suing Mr. D. W. Shalard and others of the Peninsula and Oriental Company to recover the sum of \$1,000, being damages for alleged false imprisonment.

Mr. W. B. Hind appeared for the plaintiff and Mr. R. F. Master, of Messrs. Johnson, Stokes and Master, appeared for the defendants.

Mr. Master asked his Lordship to make an order that the plaintiff should furnish particulars of the claim as to time, date and circumstances.

Mr. Hodgson, the Assistant Crown Solicitor, said that he was appearing for the third defendant, Inspector Kerr, who had also been joined. He had been served with a statement of claim and a writ returnable to-day and he did not know whether his Lordship ordered pleadings against the third defendant.

His Lordship:—I ordered pleadings before the third defendant was joined.

At the request of Mr. Hodgson, his Lordship made an order for a statement of claim to be delivered to the third defendant.

The case is fixed to come off on Thursday next.

## Perjury Every Day.

Addressing the Recorder in a recent case of perjury at the Old Bailey counsel for the defence remarked that cases of this particular character were rare.

The Recorder: What rare? Perjury is committed before me in almost every case which I try in this court.

In sentencing the prisoner to twelve months' hard labour, the Recorder said he was sorry to say that perjury by persons accused of crime was of repeated occurrence, committed practically every day that he sat in the court and a similar observation had been made by other judges in different parts of the country.

## PHILIPPINE AFFAIRS.

## Journalist's Statement of the Political Situation.

We have obtained a most interesting statement regarding the state of Philippine affairs from Mr. E. J. Haberer of Manila, who, as a journalist, has spent some time in the islands and has made a study of the subject. Mr. Haberer is a journalist of experience both in America and in Manila and is managing the *Bayan Herald* and *El Ideal*, in the latter of which he is making several changes in the near future, including an edition of this daily paper in English.

To a *Telegraph* representative Mr. Haberer said:—

To understand the Philippine political situation, the basis of Philippine politics, must be taken into consideration. It is claimed by the political leaders in the Islands that before the American military occupation when Admiral Dewey arrived in Manila Bay, he had promised them independence. Further more it is claimed that President McKinley in his first message made promises of a similar kind. While there is no evidence to sustain these claims—the promises, if given, would have been without proper authority from the bodies representing the American people—they form the basis for the present extravagant agitation for independence.

It must be remembered, also, that by taking arms against the fulfilment of such promises, the Filipino has released the Americans from their obligation, since the attempted revolution was itself a denial of their good faith.

While more leniency was shown them than was exercised by any other government under similar conditions, still the fact remains, and the insurrection was put down by force of arms. Subsequently a military form of government was established and in the usual course of events it was followed by the present government, which already gives the Filipino a larger share in the government of the Islands than the Americans have retained for themselves.

"It must be remembered," said Mr. Haberer, "that all the members of the Lower House are Filipinos, the Upper House contains four of the same nationality while there are also five Americans, and in the Higher Civil Service Offices outside the chiefs of the various bureaux, there are less than ten per cent. American officials, while provincial and municipal officers are practically all Filipino."

The votes being practically all in these hands, the management is practically Filipino and thus the American in the Islands at present is practically politically disenfranchised.

"The American government and the American citizens have set their hopes on the evolutionary progress of the Filipino, which in due time will enable him to realise the benefits which he derives from American benevolence. At the present time the political control is in the hands of those Filipinos, who obtained their education in Spanish colleges, and who cannot appreciate nor understand the principles underlying self government. Up-to-date the Government at Washington has interfered very little with internal affairs of the islands and under the Taft administration, particularly, has left internal problems to the Commission and Assembly for settlement."

"Therefore," Mr. Haberer continued, "two political aspects have been created—one almost absolutely apart from the other—namely, the internal and the external. While Washington has regarded the Philippine question only in its relation to the American position in the Far East the Insular Commission have had to grapple solely with local problems. This creates a novel situation whereby one portion of the government is hampered in its foreign relations because of the Philippines, which it does not directly control, and the other is hampered in the internal government by the external relations equally out of its control. It will be for the new administration to end this either by more complete amalgamating the islands with the United States or by more complete separation."

(Continued on page 10)

IMPERIO DEL MUNDO  
"CABINET."

## THE FIVE FINEST BRANDS

OF

Manila Cigars tastefully assorted  
in Box of 50 Cigars.

SUITABLE AS A PRESENT.

KRUSE &amp; CO.

TURCO-EGYPTIAN  
TOBACCO STORE.Just arrived Direct from Cairo, a LARGE CONSIGNMENT of  
NESTOR CIGARETTES and TOCCOS CIGARETTES.  
In Boxes of 100 and 20.

## DON'T FORGET.

Saturday Dec. 7.  
4 p.m. Rugby, H.K. Football Club v. Navy.Monday, Dec. 9.  
3 p.m. Sale of Crown Lands P.W.D.  
Auction of Quarry Stone Lots, of Crown Land, New Territory.Tuesday, Dec. 10.  
Organ Recital St. John's Cathedral.Friday, Dec. 13.  
"The Boatman's Mate" Theatre Royal.Tuesday, Dec. 17.  
"An Ideal Husband" Theatre Royal.Relics of the Maine.  
A relic of the battleship Maine has been asked for by the Cuban Government for preservation in the national museum at Havana. Either the figurehead, which was on the prow of the battleship, or a six-inch gun and mount, is desired. Both the figurehead and the gun were recovered recently from the harbour. The "Evening Post" says that it was intended to use the relics in the monument to be erected over the Maine dead in Arlington National Cemetery, but one of the pieces probably will be left at Havana to be exhibited there.To-day's  
Advertisements

ONLY SUNDAY, DEC. 8, 1912.

at 3 p.m.

AVIATION  
MEETINGAT  
MACAO.

## MR. KOUZMINSKY

will give exhibition on his

BLERIOT MONOPLANE.

Reserved Seats, \$1: 1st Class, \$1.

Natives, cents 50.

Tickets for sale at Messrs. Moutrie.

## FOR SALE.

HOT AIR FAN, Electric Fan, Mazda No. Billo, Shotguns, Camera, Bicycle, Fiddles, Cartridges, Major Martin, Station Hotel, Kowloon.

GRACA & CO.  
Under Hongkong Hotel.CHRISTMAS TOYS,  
AND  
SOUVENIRS.To day's  
Advertisements

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENOLLEUGH."  
From ANTWERP, LEITH, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being loaded at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th Dec. will be subject to rent.

All claims against the Steamer must be presented to the Underwriter on or before the 10th Dec., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns where they will be examined on the 12th Dec. at 11 a.m.

No Fire Insurance has been effected. Bills of Lading will be on for signed by GIBB, LIVINGSTON &amp; CO., Agents.

HONGKONG, 5th Dec., 1912.  
FOR SHANGHAI, K. BEI AND MOJI.

## The Steamship

"GREGORY ARCAR,"  
Capt. J. E. Dr. Ke, will be despatched for the above ports on TUESDAY, the 10th Dec., at Noon.

The Steamer has superior accommodation for passengers, is installed throughout with Electric Light and carries a duly certified doctor.

Return Tickets to Japan (occupying 2 days)  
Return tickets are available by the Indo-China Steam Navigation Co., Ltd. Fare for round trip \$120. For Further Particulars, apply to DAVID SASSOON & CO., LD., Agents.HONGKONG, 5th Dec., 1912.  
PACIFIC MAIL STEAMSHIP COMPANY.S.S. "MANCHURIA,"  
FROM SAN FRANCISCO, JAPAN PORTS AND SHANGHAI.

The above mentioned vessel having arrived consignees of cargo are hereby notified to send in their Bills of Lading for counter-signment and take immediate delivery of cargo from alongside. Cargo impeding discharge will be landed immediately at consignees' risk and expense.

Cargo remaining on board after TUESDAY Dec. 10th, 1912, at noon will be landed at consignees' risk and expense.

Cargo remaining on board after SATURDAY Dec. 14th, 1912, at noon will be subject to landing and storage charges.

No fire insurance whatever will be effected.

All chafed and otherwise damaged cargo will be examined at the above Company's godown THURSDAY Dec. 19th, 1912 at 10 a.m.

No claims will be entertained unless accompanied by short delivery note or list of exceptions taken at time of delivery to consignees and sign for and on behalf of the Pacific Mail S.S. Co.

All claims must be filed on or before Jan. 7th 1913, otherwise they will not be recognised.  
FRED J. HALTON,  
Agent  
Hongkong, 5th Dec., 1912.

## DAIRY FARM NEWS.

## DAIRY FED PORK

Charles Lamb in his dissertation on the PIG, was the first to tell us how the Chinese love their pig—dead and roasted; but it is not for us! We know that pig, and SOME of the things he is fed on—but not all!

Ah; but this is DAIRY FARM PIG, a dainty little fellow, fed on the fat of the land, DAIRY FARM MILK and all the good things in pigdom.

Is there any difference in Pork? Well, for goodness sake, where do you live? Buy it, try it, eat it, then you will KNOW. Cooked to a turn—the Chinese know how—and the "crackling"—UM.

Don't wait for Christmas, you may be dead before that—and so may the pig!  
October 18, 1912.

## TELEPHONE AT ONCE

TO

HONGKONG, 636

and ask for

## MOUNIE'S BRANDY.

LIQUEUR.

GARNER, QUELCH &amp; CO.

## LANE, CRAWFORD &amp; CO.

"WALK-OVER"  
BOOTS.

BLACK or BROWN

AS ILLUSTRATED

\$10.00 PER PAIR.

A Large Selection of Shapes, every Pair Guaranteed.

## LANE, CRAWFORD &amp; CO.

## CLIFFORD WILKINSON'S

## TANSAN.

The  
One  
and  
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Genuine  
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Waters.

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Wine Merchants.

12, Queen's Road Central, Hongkong.

Hongkong 14th November 1912

(6)



## Shipping

CANADIAN PACIFIC RAILWAY COMPANY'S  
ROYAL MAIL STEAMSHIP LINE.  
"EMPEROR LINE."

Sailings from Hongkong and St. John, M. B.

"Montague" .....	Satur. Dec. 14	"E. of Britain" .....	Fri. Jan. 10
"E. of India" .....	Jan. 11	"E. of Ireland" .....	Feb. 7
"E. of Japan" .....	Feb. 8	"E. of Ireland" .....	Mar. 7

All steamers leave Hongkong at 7 A.M.  
To Vancouver, B.C., calling at Shanghai, Nagasaki (through the Island Sea of Japan), Kobe, Yokohama and Victoria, B.C.  
Passengers booked to all the principal ports in Canada, the United States and Europe, also Around the World.  
For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—  
D. W. Craddock, General Traffic Agent,  
Corner Pedder Street and Praya (Opposite Blake Pier.)

## INDO-CHINA STEAM NAVIGATION CO., LTD.

(Projected Sailings from Hongkong.—Subject to Alteration.)

For Steamship On

TSINGTAU, CHEFOO & CHINWANTAO	CHEONGSHING	Sunday, 8th Dec., daylight
MANILA	LOONGSANG	Saturday, 14th Dec., 2 P.M.
MANILA	YUENSANG	Saturday, 7th Dec., 3 P.M.
SHANGHAI, KOBE & MOJI	KUTSANG	Friday, 18th Dec., daylight
SINGAPORE, PENANG & CALOUTTA	YATSHING	Wednesday, 18th Dec., Noon
SANDAKAN	MAUSANG	Tuesday, 19th Dec., 4 P.M.
SHANGHAI	CHOYSANG	Tuesday, 19th Dec., 2 P.M.

RETURN TOURS TO JAPAN (Occupying 24 days).  
The steamers "Kut-sang," "Namsang" and "Fook-sang" leave about every 3 weeks for Shanghai and Japan, returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Laisang" and "Kumsang" leaving Hongkong at regular intervals for Moji and Kobe and returning thence direct to Hongkong. Time occupied 16 days.  
These vessels have all modern improvements and are fitted throughout with Electric Light.  
A daily qualified surgeon is also carried.  
Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.  
Taking Cargo on Through Bills of Lading to Yangtze Ports, Choofoo, Tientsin, Dalay, Weihaiwei, Lingtau & Newchwang.  
Taking Cargo on Through Bills of Lading to Kaitai, Lahad Dato, Singapore, Tawau, Usukan, Jesselton and Labuan.  
For Freight or Passage, apply to JARDINE MATHESON & CO., LD.  
Telephone No. 215.

THE ROYAL MAIL STEAM PACKET COMPANY  
"SHIRE" LINE SERVICE

PROJECTED SAILINGS FROM HONGKONG.  
(Subject to Alteration.)

For	Steamers	Date of Departure
SHANGHAI KOBE & YOKOHAMA	PEMBROKESHIRE	10th Dec.
SHANGHAI KOBE & YOKOHAMA	DENBIGHSHIRE	28th Dec.
LONDON & ANTWERP	MONMOUTHSHIRE	24th Jan.

\* Does not carry passengers.  
These steamers have superior accommodation for a limited number of First Class Passengers. Cabins are situated amidships, and are fitted with electric light and fans. Attention is particularly directed to the moderate fares charged.  
For Freight or Passage, apply to JARDINE, MATHESON & CO., LD.  
AGENTS. [84]

## HONGKONG, CANTON, MACAO, AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION CO., LTD.  
HONGKONG TO CANTON CANTON TO HONGKONG

FRIDAY, 6th DECEMBER.  
10.00 p.m. "PATSHAN." 5.00 p.m. "HONAM."  
SATURDAY, 7th DECEMBER.  
8.00 a.m. "HONAM." 8.00 a.m. "KINSHAN."  
10.00 p.m. "KINSHAN." 5.00 p.m. "PATSHAN."  
These steamers, carrying His Majesty's mails, are the largest and fastest on the River. Special attention is drawn to the Superior Saloon and Cabin. Electric Fan in each Cabin.

HONGKONG-MACAO LINE.  
S.S. "SUI TAI" Tons 1851 S.S. "SUI AN" Tons 1651  
HONGKONG TO MACAO.  
Week days at 8 A.M. & 2 P.M. from the Company's Wing Lok Street Wharf. Sunday at 9 A.M. & 12.30 P.M. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.  
Week days at 7.30 A.M. & 2 P.M. Sundays at 7.30 A.M. & 5 P.M.

EXCURSION TO MACAO  
SUNDAY, 8th DECEMBER  
The Company's Steamship, "HEUNGSHAN," will depart from the Company's WING LOK STREET WHARF at 5 A.M. and return from Macao at 5 P.M.  
N.B.—There will be no sailing on Sunday from Macao at 7.30 A.M. and from Hongkong at 12.30 P.M.

FARES AS USUAL.  
Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.  
S.S. HOI-SANG, 457 Tons.  
Departures from Macao to Canton on Mon., Wednes., & Fri., at 9 A.M.  
Departures from Canton to Macao on Tues., Thurs., & Satur., at 4.30 P.M.

JOINT SERVICE OF HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.  
S.S. "SAINAM," 588 Tons, and "NANNING," 589 Tons.  
One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "SANUI." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.  
Booking Office open daily (Sundays excepted) 9 A.M. to 5 P.M.  
Further particulars may be obtained at the Office of the

HONGKONG, CANTON & MACAO STEAMBOAT COMPANY, LIMITED.  
HONG KONG (FIRST FLOOR),  
Opposite the Bank of China.

## Shipping

## NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

Destination	Steamers and Displacement	Sailing Dates
EUROPE & AFRICA	KAMO MARU, Capt. F. L. Sommer, T. 16,000	WEDNESDAY, 1st Jan., at daylight.
MARSEILLES, LONDON & ANTWERP via SWAMP, PENANG, COLOMBO, SUEZ & PORT SAID	TANGO MARU, Capt. K. Kawano, T. 18,500	WEDNESDAY, 18th December at Daylight.
VICTORIA, B.C., & SEATTLE via SHANGHAI, MOJI, KOBE, YOKOHAMA, OSAKA, & YAMAGUCHI	JAWA MARU, Capt. Shimidzu, T. 19,800	TUESDAY, 31st Dec., at noon.
SYDNEY & MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	KUMANO MARU, Capt. M. Winkler, T. 9,300 YAWATA MARU, Capt. T. Sakine, T. 7,090	FRIDAY, 20th Dec. at Noon. WEDNESDAY, 15th Jan., at Noon.
AMERICA & AFRICA	SADO MARU, Capt. Asakawa, T. 12,500	TUESDAY, 14th Jan., at Noon.
N'SAKI, KOBE & YOKOHAMA	YAWATA MARU, Capt. T. Sakine, T. 7,000	WEDNESDAY, 18th Dec., at Noon.
CALCUTTA via Spore, Penang and Rangoon	KIRIN MARU, Capt. M. Deguchi, Tons 5,000	SATURDAY, 14th December.
BOMBAY via Singapore and Colombo	TOTOMI MARU, Capt. Tons 5,000	MONDAY, 9th December.
SHANGHAI, KOBE & YOKOHAMA	CEYLON MARU, Capt. Tazawa, T. 12,000	MONDAY, 9th December.

\* Cargo only.  
\* Fitted with new system of wireless telegraphy.

PASSENGER SEASON FOR 1913.  
FOR EUROPE.

Steamer	Tons displacement	Leaving H.K.
Mishima Maru	16,000	29th January.
Kaga Maru	12,500	12th February.
Atsuta Maru	16,000	26th February.
Hitsachi Maru	18,000	12th March.
Miyasaki Maru	16,000	26th March.
Kioto Maru	16,000	9th April.
Ito Maru	12,500	23rd April.
Birato Maru	16,000	7th May.
Tango Maru	18,500	21st May.

## FOR AMERICA.

Steamer	Tons displacement	Leaving H.K.
Inaba Maru	12,500	11th February.
Shidzuoka Maru	12,500	25th February.
Tamba Maru	12,500	11th March.
Awa Maru	12,500	25th March.
Sado Maru	12,500	4th April.
Yokohama Maru	12,500	22nd April.
Inaba Maru	12,500	6th May.
Shidzuoka Maru	12,500	20th May.

(Subject to change without notice.)

## CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

For	Steamers	To Sail
SHANGHAI	"ANHUI"	7th Dec. 11th night.
HAIPHONG	"SINGAN"	8th " 10 A.M.
MANILA, CEBU & ILOILO	"KAIFONG"	10th " 4 P.M.
SHANGHAI	"CHENAN"	12th " 4 P.M.
SHANGHAI	"LINAN"	14th " 11th night.

This steamer has superior accommodation with Electric Light throughout and Electric Fan in Staterooms. A daily qualified Doctor is carried. Reduced Fares, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

## DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI."  
S.S. "LINTAN"—Twin screw Steamers "Tean" and "Taming," caloon accommodation amidships; electric fans fitted; extra staterooms on deck, aft. Saloon accommodation of a.s. "Kailong" is situated on deck, aft; Electric Fans fitted.  
S.S. SHANGHAI LINE.—FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Otsu, Linan, Chikawa)—with excellent passenger accommodation. Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.  
N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.  
These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Wuchow.

Reduced Fares:—Single \$45. Return \$75.

## NEW SERVICE.

SHANGHAI TO ANTUNG  
Sailing on alternate Wednesdays.  
For Freight or Passage apply to BUTTERFIELD & SWIRE.  
Agents.  
Telephone No. 81.  
Box 105, 5th Dec. 1912.

## Shipping

HONGKONG—PHILIPPINES.  
PHILIPPINES STEAMSHIP CO.

Steamship	Tons	Captain	For	Sailing Date
ZAFIRO	4000	F. E. Croft	Manila, Manganin, Iloilo and Cebu.	SATURDAY, 7th Dec., 4 P.M.
RUBI	4000	J. Miller	Manila, Manganin, Iloilo and Cebu.	TUESDAY, 17th Dec., 4 P.M.

For Freight or Passage apply to

SHEWAN TOMES & CO.,  
GENERAL MANAGERS

Hongkong 16th November, 1912.

## JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between  
JAVA, CHINA AND JAPAN.

Steamer	Tons	Captain	For	Will leave on
Tilimong	JAVA	1st half Dec.	JAVA	1st half Dec.
Tilimancok	JAVA	1st half Dec.	JAPAN	1st half Dec.
Tilimbodas	SHANGHAI	1st half Dec.	JAVA	1st half Dec.
Tilimbi	JAVA	1st half Dec.	SHANGHAI	1st half Dec.
Tililap	JAPAN	2nd half Dec.	JAVA	2nd half Dec.
Tilipanas	JAVA	2nd half Dec.	JAPAN	2nd half Dec.
Tilipare	JAVA	1st half Jan.	JAPAN	1st half Jan.
Tilimahi	JAVA	1st half Jan.	JAPAN	1st half Jan.

The steamers are all fitted throughout with Electric Light, and have wireless telegraph and radio-telephone apparatus, and will take cargo to all Ports in Netherlands-India on through bills of lading.  
For particulars of Freight and Passage, apply to the  
JAVA-CHINA-JAPAN LIJN,  
Telephone No. 375 York Building. 15

## TOYO KISEN KAISHA

Imperial Japanese Trans-Pacific Mail Line.

## SAN FRANCISCO LINE

Connecting with the Western Pacific Railway at San Francisco, and with the United States and Canada and with Trans-Atlantic Lines to Europe, PROPOSED SAILING FROM HONGKONG. (Subject to alteration.)

Steamer	Tons	Captain	Date of sailing
S.S. "Chiyo Maru"	11,000	W. W. Green	Dec. 21st, Noon.
S.S. "Nippon Maru"	21,000	A. G. Stevens	Jan. 11th, Noon.
S.S. "Tenryo Maru"	21,000	E. Bent	Jan. 17th, Noon.
S.S. "Shinwa Maru"	21,000	E. S. Smith	Feb. 11th, Noon.

These steamers are equipped with Turbine Engines and Triple Screws. All steamers carry Japanese Government wireless telegraph and post office. The steamer "Shinwa Maru" will be dispatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU on TUESDAY, the 26th Nov., at Noon.

## INTERMEDIATE SERVICE.

The twin screw steamer "Nippon Maru" will be dispatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & HONOLULU on SATURDAY, the 11th January, 1913, at Noon.

## SOUTH AMERICAN LINE.

In connection with the National Railway of Mexico at Manzanillo and the Tehuantepec National Railway at Salina Cruz.)  
Only Regular Direct Service to Mexican, Chilean and Peruvian Ports.  
PROPOSED SAILINGS FROM HONGKONG (Subject to Alteration.)

Steamer	Tons	Date of Sailing
Kiyo Maru	17,500	Saturday, February 1, Noon 1913
Bayo Maru	10,500	Thursday, April 3, Noon 1913.

For Further Particulars as to Passage and Freight, apply to S. MORIMOTO, Agent  
(KING'S BUILDING Opposite Blake Pier) [1]

## "THE BIG" 4 OF THE PACIFIC MAIL S.S. CO.

MONGOLIA	MANCHURIA	KOREA	SIBERIA
27,000 tons, twin screws.	27,000 tons, twin screws.	18,000 tons, twin screws.	18,000 tons, twin screws.
Also 110, 110,000 tons, China, 1,100 tons, and Persia, 5,000 tons.			

From Hongkong calling at Shanghai, Nagasaki, Kobe (via Inland Sea), Yokohama and Hon. (via the Pacific) through Service via New York to Europe.

SOME FEATURES OF SERVICE.  
LIGHTS AND FANS: Individual Electric Reading Light in each berth and Electric Fan in each stateroom under passenger's control.  
SWIMMING TANK: Is installed on deck for salt water bathing. Bathing suits on board.  
BAND: Playing under Deck Covers each afternoon and evening and also during Dinner and Supper.  
CULINARY: The Cuisine is under the direct supervision of one of the world's most famous caterers.  
GAMES AND AMUSEMENTS: Deck Games, such as Quizzes, Shuffle board and all kinds of gymnastic sports, are arranged during the voyage, as well as indoor amusements, such as musical entertainments, dances and "Macabre" Ball on deck are also arranged to while away the time.  
WIRELESS AND SUBMARINE SIGNAL SERVICE: The most powerful Wireless Telegraph apparatus is installed on all steamers, and Submarine Signal Service is used as an additional measure of safety.  
BILGE KEELS: Are fitted to the hull to prevent rolling at sea, thus ensuring steadiness and constant comfort.  
THE COST: Is not more by this route with its unrivalled opportunities, than by any other route. For a return ticket to London the cost is £40, including berth and meals across America. To San Francisco via Japan and Honoluli the cost is £45. For the INTERMEDIATE SERVICE First Class accommodations are provided for £45 to London (return ticket £45) and to San Francisco £45. SPECIAL RATES for Officers, Army, Navy, Consular or Civil Service.

Steamers	Tons	Starting	Dec. 10th, at 1 p.m.
Manchuria	27,000		Dec. 17th, at 1 p.m.
Nile	11,000		Dec. 31st, at 1 p.m.
Mongolia	18,000		Jan. 3rd, at 1 p.m.

Passengers holding through Tickets have the privilege of travelling by train between Kobe and Yokohama, free of charge.  
\* Intermediate Steamers.  
LET US PLAN AN ITINERARY FOR YOU  
King's Building (Opp. Blake Pier) FRID. J. HALTON: Telephone No. 147  
Hongkong, 6th September, 1912. Agent. (65)  
Panama-Pacific International Exposition—San Francisco 1915.

THOS. COOK & SON,  
Tourist, Steamship and Forwarding Agents,  
Bankers, &c.

Head Office for the Far East—16, DES VOGES ROAD, HONGKONG  
SHANGHAI: 2-3, Poochow Road, YOKOHAMA: 32, Water Street.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.  
TOURS arranged to ALL PARTS OF THE WORLD.  
BAGGAGE collected, forwarded and insured at lowest rates.  
LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.  
FOREIGN MONIES exchanged.  
[1] "Crown Cruise"—LUDGATE CIRCUS, LONDON, E.C.

## LOG BOOK.

More P. and O. Rumours.

Rumours concerning the amalgamation of the P. and O. with another concern are again current, says a Ceylon exchange.

## Well-known Shipbuilder Death.

The death took place on November 2 of Mr. Robert McMillan, the well-known Clyde shipbuilder, of Nethlan Park, Dumbarton. Deceased was head of the firm of Messrs. Archibald McMillan & Son (Ltd.), of the Dockyard, Dumbarton, which is among the oldest shipbuilding concerns on the Clyde. Mr. McMillan's death took place quite suddenly; he was at business on the previous day.

## Hokkaido Harbour

The extensive development scheme prepared by the Government of Japan for the improvement of the harbours in the province of Hokkaido, which will be spread over a period of 15 years from the commencement of the work in 1910 and will cost about ¥20,000,000, includes say "Shipping and Engineering," the following:—The harbours at Rumos, Kushiro, Hakodate, Otaru and Muroran will be improved as follows:—Rumos: Two breakwaters, 2,500ft. and 100ft. long respectively, are being built to form an outer harbour of about 165 acres, 68 acres of which will be dredged to give a depth of 26ft. at low water of spring tide. An inner harbour with an area of 55 acres, and a depth of 13ft. low water of spring tides, is being provided, and the river is being diverted to the north at about 5,000ft. from the present mouth, a training wall about 500ft. long being built to prevent the silting of the anchorage. The work should be completed by 1922.

Kushiro: A breakwater, 4,850ft. long, will be built to shelter an area of 308 acres. Fifty acres in the outer harbour will be dredged to a depth of 26ft. at low water of spring tides, and 43 acres at the river mouth will be dredged to 12ft. Quays, wharves and training walls will also be constructed. The works were commenced in 1909, and are to be completed in 1920, at a cost of ¥4,850,000. Hakodate: In addition to their improvement, a breakwater 3,300ft. long, and two training walls, each 1,000 ft. long, will be built, the work to be completed by 1917, at a cost of ¥1,700,000. A passenger station will be built to enable passengers and mails to pass direct from rail to steamer. Otaru: A second breakwater, 7,800 ft. long, is being built from the opposite side of the bay to meet the existing breakwater, but leaving a gap of 900 ft. for the entrance to the harbour, which will have an area of 1,182 acres. The work will cost ¥4,400,000, and is to be completed by 1920. The fore-shore at the southern side of the harbour will be reclaimed for a distance of 2,400ft., and a boat harbour provided there. Extensive reclamation works are also being undertaken by the Railway Bureau. The total length of frontage is about 6,800ft., of which a little more than half is set aside as a timber yard; behind this are the railway yards, goods sidings, shops, etc., bounded at the back by the Katsunagawa, which has been canalised so as to allow lighters to reach this part of the town. Muroran: The plans for the development of this port have not yet been definitely decided upon. The proposals include the construction of a breakwater and the dredging of the harbour to a depth of 20ft. The Railway Bureau has completed the station yard arrangements and built a coaling pier 1,184ft. long and 60ft. high, for coaling vessels direct from the trucks, and is now engaged on reclamation works. Harbour works are also to be undertaken at Abashiri, Wakkanai, and Nemuro.

Fillet Haddock, Kipper, Blowers, own Smoked Fish, Fillet fish, and Chipped Potatoes.  
ALEXANDRA CAFE CO.



## Shipping

HAMBURG-AMERIKA  
LINIE.IN CONJUNCTION WITH  
Deutsche Dampfschiffahrts Gesellschaft "HANSA."EAST ASIATIC SERVICE.  
Regular Sailings from JAPAN, CHINA and PHILIPPINES,  
via STRAITS and COLOMBO,to  
Marseilles, Havre, Bremen and Hamburg and New York.Taking Cargo at Through rates to all European North Continental and British Ports, also Trieste,  
Lisbon, Oporto, Genoa, and other Mediterranean Levantine, Black Baltic Sea and  
Ports, and all North and South American Ports.

## Next Sailings from Hongkong:

## OUTWARD.

For Shanghai, Kobe & Yokohama:  
S.S. SAMBA ..... 10th Dec.  
" ARMENIA ..... 17th Dec.  
" ALTMARK ..... 27th Dec.  
" SILESIA ..... 14th Jan.  
" O. J. D. AILERS 26th Jan.  
" SUEVIA ..... 10th Feb.

## HOMEWARD.

For Havre, Bremen & Hamburg:  
S.S. LIBERIA ..... 10th Dec.  
For Marseilles Havre & Hamburg:  
S.S. SEGOVIA ..... 19th Dec.  
For Havre & Hamburg:  
S.S. ALESIA ..... 24th Dec.  
For Rotterdam, Bremen & Hamburg:  
S.S. BRASILIA ..... 9th Jan.  
For Havre & Hamburg:  
S.S. SAMBA ..... 11th Jan.

Hamburg-Amerika Linie,  
Hongkong Office. [12]BRITISH INDIA S. N.  
CO., LTD.NEW FORTNIGHTLY SERVICE OF STEAMERS BETWEEN  
Kobe, Hongkong and Rangoon.

## EASTWARD.

The S.S. "OKARA," Captain Evans, will be despatched for YOKO-  
HAMA & KOBÉ on the 10th December, at Daylight; to be followed on the 16th  
December by the S.S. "UPADA" taking Cargo and Passengers at current rates.  
For Freight or Passage, apply to

JARDINE, MATHESON & CO., LTD.,  
AGENTS.Telephone No. 215,  
Hongkong, 3rd December, 1912

## LOG BOOK.

Engineering Work at Victoria  
B. C.

During last year permits were  
granted in Victoria, B.C., to con-  
struct buildings to the value of  
\$5,168,415, as compared with  
\$2,278,045 in 1910, and \$1,073,-  
420 in 1909. Two sewers were  
built, 21 miles of streets were  
paved, and 36 miles of drains,  
30 miles 4 in. connections, and 35  
miles of water mains were laid.  
Main sewers were constructed to  
the extent of 15 miles and 20  
miles of boulevards, 27 miles of  
side walks, and 26 miles of gut-  
ters were formed. The appropria-  
tions for 1912 amounted to  
\$300,000, which sum is required  
for various public buildings, and  
is the largest in the history of the  
province. It is stated that over  
\$1,142,000 is now invested in  
dredges, tugs, &c., employed in  
deepening the harbours of Victo-  
ria and Vancouver and in main-  
taining the channel in the Fraser  
River. With regard to future re-  
quirements at Victoria, a scheme  
proposed by an engineer who re-  
cently investigated the harbour  
accommodation, in view of the  
increase in shipping expected on  
the completion of the Panama  
Canal, includes the construction  
of a 1,200 ft. breakwater, concrete  
piers with warehouses and appli-  
ances, and a bascule bridge across  
the inner harbour.

The Titanic Disaster.—Monu-  
ment by America Women.  
America women, according to a  
home paper, propose to erect a  
beautiful monument at Washing-  
ton "in honour of the men aboard  
the Titanic who died so that the  
women and children might be  
saved." They have raised \$10,000,  
and want \$14,000 more. It is  
expected that at least \$5,000, and  
possibly \$10,000, can be raised  
by means of a great theatrical  
performance in Century Theatre,  
New York, which holds 4,000  
people. The Women's Titanic  
Committee includes Mrs. Taft and  
all best-known ladies in the United  
States. They have secured the  
co-operation of every theatrical  
manager in New York, and a long  
list of brilliant artists have vol-  
unteered their services. A num-  
ber of Titanic funds were started  
for the benefit of the dependents  
of the victims, but the amounts  
raised, when compared with the  
London fund, were not large. The  
suggestion that the women's  
monument be abandoned, and the  
money raised handed to the  
widows and orphans, has found  
scant favour with the women's  
committee. It was urged in  
behalf of the movement that suf-  
ficient money had been raised in

England for the widows and or-  
phans and as only a very few of  
the dependents of the victims  
lived in the United States, the  
monument at Washington was  
entirely fit and proper.

The Propulsion of Ships.  
The "Times," in speaking of a  
paper read by Mr. W. P. Durtall  
at the meeting of the Society of  
Engineers on the generation and  
electrical transmission of power  
for marine transportation, says  
that it serves once again to direct  
attention to the history of the de-  
velopment of the screw-propelled  
vessel, and to set forth in specific  
terms the requirements to be ful-  
filled by an equipment that seeks  
to out the modern steam-driven  
reciprocating engine or turbine  
from its position. Such a vessel  
must be capable of being rapidly  
controlled, it must be reversible,  
the speed must be variable within  
a wide continuous range, it must  
be reasonably economical, and its  
parts must be easily accessible.  
Beyond this, is must in general  
lend itself to an extension in size  
and power suited to modern big  
ships without increase of com-  
plications; and at that excessive  
power the materials and working  
parts must withstand the stresses  
without injurious yielding. There  
is nothing to be gained by en-  
deavouring to belittle the diffi-  
culties which confront those who  
seek to make new history in this  
direction; it ought rather to be  
admitted that whether the task is  
tackled from the fuel end or from  
the propeller end, success will be  
the optimists rather than the  
pessimists. Making every  
allowance for modern advantages,  
the modern constructor might  
easily claim that he is forced  
by circumstances to work in a  
groove. Perhaps, in some re-  
spects, it is well that this is so,  
but it is impossible to refrain  
from envy of the freedom given  
to the constructors who in the  
middle of the nineteenth century  
were permitted to make twenty  
paddle steamers, each of which  
was intended to carry 32 guns  
of heavy calibre and of which  
it is recorded that there were  
but three—the Terrible, the  
Sidon, and the Odin—which  
could carry their armament.

H. M. S. Gibraltar,

H.M.S. Gibraltar, bringing a  
new crew from home for H.M.S.  
Newcastle on recommissioning at  
Colombo, was expected in that  
port about November 26.

K.O.Y.L.I. Appointments.

Lieut. J. Orange-Bromhead,  
King's Own Light Infantry, has  
been seconded for service with the  
Army Signal Service. Lieut. W.  
H. De W. Unett, 2nd Battalion  
King's Own Light Infantry, has  
qualified as an instructor in the  
Barr and Stroud rangefinder.

## VESSELS TAKING CARGO.

## European Ports.

Destination.	Vessel's Name.	For Freight Apply To	To be Dispatched.
London via Usual Ports of Call	Devanha	P & O. Co.	7 December
London and Antwerp	Denbighshire	J. M. & Co.	28 December
London and Antwerp via Singapore, &c.	Ni'e	P. & O. Co.	11 Dec., about
Havre and Hamburg, &c.	N'esin	H. A. L.	24 December
do do do	Sambia	H. A. L.	11 January
do do do	Liberia	H. A. L.	15 December
Havre, Bremen and Hamburg, &c.	Brasilia	H. A. L.	5 January
Bremen and Hamburg, &c.	Fuerst Buelow	H. A. L.	23 January
do do do	Segovia	H. A. L.	18 December
Marseilles and Hamburg, &c.	Dunoric	Bank Line	Begin. January
Cape Ports via Mauritius	Canton	A. N. & Co.	15 January
Copenhagen and Baltic Ports	Africa	S. W. & Co.	10 December
Trieste via Singapore, Penang & Colombo, &c.	Prinzess Alice	M. & Co.	11 December
Naples, Genoa, Algiers, Gibraltar, Southampton			

## New York, San Francisco and Canada.

Boston and New York	Egremont Castle	D. & Co.	19 Dec., about
New York	Erroll	D. & Co.	14 Dec., about
New York, via Suez Canal	Sohuykill	Bank Line	30 December
New York via Ports and Suez Canal	Swazi	S. T. & Co.	9 Jan., about
San Francisco via Shanghai and Japan, &c.	China	P. M. Co.	10 December
do do do	Chiyo Maru	T. K. K.	21 December
do do do	Manchuria	P. M. Co.	17 December
do do do	Ookley	Bank Line	17 December
Victoria, Vancouver, &c.	Canada Maru	O. S. K.	10 December
Victoria, B.C., and Tacoma via Keelung, &c.	Tacoma Maru	O. S. K.	23 December
Victoria, B.C., and Tacoma via Japan, &c.	Awa Maru	N. Y. K.	31 December
Victoria, B.C., and Seattle via Shanghai, &c.	Monteagle	C. P. R. Co.	14 December
Vancouver	Empress of India	C. P. R. Co.	11 January
Vancouver via Shanghai and Japan, &c.			

## Australia.

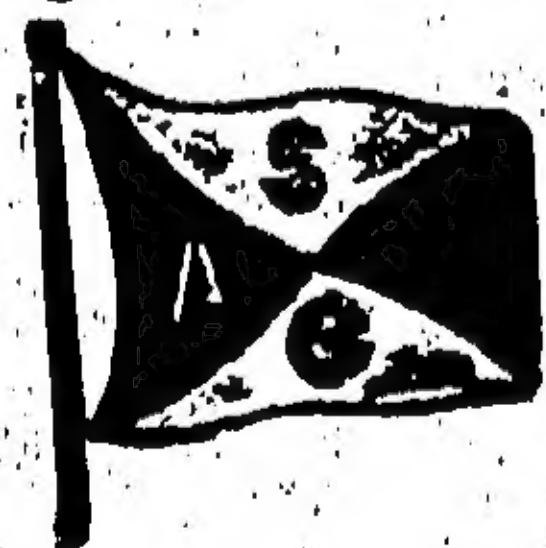
Australian Ports	Changsha	B. & S.	4 January
Australian Ports via Manila	Empire	G. L. & Co.	13 December
do do do	Kumano Maru	N. Y. K.	20 December
do do do	Prinz Waldemar	M. & Co.	28 December

## Singapore, Coast Ports and Japan.

Batavia, Cheribon, Samarang, &c.	Tjitaroom	J. C. J. L.	Quick despatch
do do do	Tjimahi	J. C. J. L.	Quick despatch
Bombay via Singapore and Penang	Ischia	C. & Co.	7 December
Bombay via Singapore and Colombo	Totomi Maru	N. Y. K.	9 December
Singapore, Penang, Rangoon and Calcutta	Japan	J. M. & Co.	8 December
Sandakan	Mausang	J. C. J. L.	19 December
Japan	Tjiliwang	J. C. J. L.	Quick despatch
do	Tjimanook	J. C. J. L.	Quick despatch
Yokohama and Kobe	Okara	J. M. & Co.	9 December
do do	Prinz Waldemar	M. & Co.	10 Dec., about
Yokohama and Kobe via Shanghai	R. F. Ferdinand	S. W. & Co.	30 Dec., about
do do do	Vorwaerts	D. & Co.	8 December
Kobe and Moji	Gregory Apar.	N. Y. K.	18 December
Nagasaki, Kobe and Yokohama	Yawata Maru	N. Y. K.	11 December
Anping and Takao via Swatow and Amoy	Soshu Maru	O. S. K.	12 Dec., about
Shanghai, Tsingtau, Kobe and Yokohama	Kleist	M. & Co.	8 December
Tamui via Swatow and Amoy	Daijin Maru	D. L. & Co.	10 December
Swatow, Amoy and Foochow	Haitan	D. L. & Co.	13 December
do do do	Hayang	J. M. & Co.	7 December
Manila	Yuenasang	J. M. & Co.	14 December
do do do	Loongsang	B. & S.	10 December
Manila, Cebu and Iloilo	Kaitong	S. T. & Co.	7 December
Manila, Mangarin, Iloilo and Cebu	Rubi	S. T. & Co.	17 December
do do do	Kutsang	J. M. & Co.	13 December
Shanghai, Kobe and Moji	Sambia	H. A. L.	8 December
Shanghai, Kobe and Yokohama	Pembrokehire	J. M. & Co.	10 December
do do do	Novara	P. & O. Co.	12 Dec., about
Shanghai, Moji, Kobe and Yokohama	Geylon Maru	N. Y. K.	9 December
Shanghai and Kobe	Canton	A. N. & Co.	9 December
Shanghai, Yokohama, Kobe and Moji	Tilatiap	J. C. J. L.	Quick despatch
do do do	Tijibodas	J. C. J. L.	Quick despatch
do do do	Tjikini	P. M. Co.	Quick despatch
do do do	Anhui	B. & S.	7 December

## To Sail

## Hongkong—New York.

AMERICAN ASIATIC S.S. CO.  
FOR NEW YORK via SUEZ  
CANAL.

HONGKONG-NEW YORK  
(With liberty to call at the Malabar  
Coast)  
British S.S. "SWAZI"  
on or about 9th January, 1913.  
For freight & further information,  
apply to  
SHEWAN, TOMES & Co.,  
General Agents,  
Hongkong, 2nd Dec 1912. [137]

## Yellow Fever Mosquito.

On November 31, at the Malaria  
Conference in Madras Professor  
Howlett circulated a leaflet on the  
yellow fever mosquito. He said it  
was interesting to note that with  
the exception of Bombay and  
perhaps Burma, earthenware  
vessels appeared to be the com-  
monest breeding places of the  
insects. In Bombay wooden tubs  
were apparently the commonest  
places. Broken pots and earthen-

## To Sail

SOCIETA NAZIONALE DI  
SERVIZI MARITTIMI.STEAM FOR BOMBAY VIA SIN-  
APORE AND PENANG.

(Taking Cargo at through rates to Port  
Said, Messina, Naples, Genoa and  
Lyon, also Venice and Trieste, all  
Mediterranean, Adriatic, Barcelona,  
Valencia, Alicante, Almeria and  
Malaga, Levant line and South Ameri-  
can Ports up to Calao.)

## THE Steamship

"ISONIA."  
Capt. Belio, will be despatched as  
above on Saturday, the 7th inst., at 5  
p.m.  
For further particulars regarding  
freight and passage, apply to  
CARLOWITZ & CO.,  
Agents,  
Hongkong, 4th Dec., 1912.

were vessels were of very little  
comparative importance. In the  
discussion which followed, Dr.  
Rutherford said that the com-  
monest places in which he had  
found Stegomyia were the sides  
of gutters. In Ceylon a law  
had been passed that all gutter-  
ings should be punched at every  
lineal yard, so that there should  
be no accumulation of water after  
rain.—Exchange.

MOVEMENTS OF  
STEAMERS.VESSELS ADVERTISED TO  
DEPART TO-MORROW.

For	Vessel
Bombay,	Ichia.
Europe,	Deranha.
Philippines,	Yuenasang.
Macao,	Sui Tai.
Philippines,	Zafiro.
Japan,	Tjimanook.
Phanghai,	Anhui.
Chinwan'ao,	Cheongshing.

VESSELS ADVERTISED TO  
ARRIVE TO-MORROW.

From	Vessel
Shanghai,	Manchuria.
Tientsin,	Chiphing.
Singapore,	Okara.

## AMERICAN MAIL.

The P. M. s.s. Nile, with the  
American Mail left San Francisco for  
this port, via Honolulu, the usual Japan  
ports, Shanghai and Manila on Satur-  
day, the 29th ult.

The P. M. S. S. Co.'s s.s. China  
will be despatched for San Francisco  
via Shanghai, Nagasaki, Kobe, Yoko-  
hama and Honolulu on Tuesday, the  
10th inst.

The P.M. str. Mongolia, with the  
American mail, left San Francisco for  
this port via Honolulu, the Japan ports  
and Manila on the 30th November.

The P.M. s.s. Manchuria, voy. 86,  
will be due at Hongkong Saturday,  
November seventh, between 6.00 and  
8.00 a.m.

The T. K. K. s.s. Shingo Maru,  
leaves Nagasaki for Kobe, Yokohama,  
Honolulu and San Francisco on the 7th  
inst.

The T. K. K. s.s. Enyo Maru,  
arrived at San Francisco from Hong-  
kong and usual port of call on the 2nd  
inst. and leaves again for this port on  
the 14th inst.

The T. K. K. s.s. Nippon Maru  
leaves San Francisco for Hongkong via  
usual ports on the 7th inst., and may be  
expected here on the 3rd January.

The T. K. K. s.s. Chiyo Maru  
leaves Kobe on the 5th inst. and is due in  
Hongkong via Manila on the 14th  
inst.

## CANADIAN MAIL.

The C.P.R. str. Empress of India  
left Vancouver, B.C., for Hongkong  
(via usual ports of call) on the 28th  
November, i.e.

## GERMAN MAIL.

The I.G.M. str. Kleist, carrying the  
German mail with dates from Berlin of  
the 13th November, left Colombo on the  
1st December p.m. and may be ex-  
pected here on or about 12th inst. m.e.

## AUSTRALIAN MAIL.

The I. G. M. s.s. Prinz Waller  
left Sydney on Saturday, the 16th ult.,  
at 11 a.m., and may be expected here  
on or about Monday, the 9th December.

The E. and A. str. St. Albans, from  
Sydney, left Port Darwin on the 2nd  
inst. for Timor, Macao and Hongkong.

The N. Y. K. s.s. Yawata Maru  
an Italian Line, left Sydney for this  
port via ports of call on the 27th Novem-  
ber, and is expected here on the 16th  
December.

## MERCHANT STEAMERS.

The s.s. Shimo sailed from Nov  
York on the 2th inst., for Far East,  
via the Straits.

The Ben Line s.s. Bonchurch, from  
Antwerp and London, left Singapore  
on November, 27th for this port.

The T. K. K. s.s. Hongkong Maru,  
left Hongkong for Japan and South  
American ports on the 3rd inst. and is  
due at Moji on the 8th inst.

The T. K. K. s.s. Bujo Maru,  
arrived at Calao from Salina Cruz on  
the 2nd inst. and leaves again for Iquique  
and Valparaiso on the 6th inst.

The T. K. K. s.s. Kiyo Maru, left  
Manzanillo for Hongkong on the 29th  
Nov., and is due in Hongkong on the  
14th inst.

The str. Kansas, passed the Suez  
Canal on the 3rd December, and is due  
here on or about 3rd January.

The Swedish East Asiatic Co.'s s.s.  
Canton, left Singapore on the 4th inst.,  
and is expected to arrive here on the  
11th inst.

The I.-O. S. N. Co.'s s.s. Chiphing,  
from Tientsin, is due at Hongkong, on  
the 7th inst.

The I.-O. S. N. Co.'s s.s. Kutsang,  
from Calcutta, is due at Hongkong on  
the 10th inst., and leaves for Shanghai  
and Japan on the 18th inst.

The I.-O. S. N. Co.'s s.s. Kamsang,  
from Calcutta, is due at Hongkong on  
the 17th inst. and leaves for Japan on  
the 18th inst.

The Shire Line s.s. Pembrokehire,  
from London, is due at Hongkong on  
the 13th inst. She passed Canal on  
the 16th ult.

The India Line s.s. Indramayo, from  
New York, is due at Hongkong on the  
23rd inst. She passed Canal on the  
26th ult.

The B. I. S. N. Co.'s s.s. Okara,  
from Singapore, is due at Hongkong  
on the 7th inst., and leaves for Japan  
on the 9th inst.

The B. I. S. N. Co.'s s.s. Ujda,  
from Rangoon, is due at Hongkong on  
the 15th inst., and leaves for Japan on  
the 17th inst.

The P. & O. S. N. Co.'s s.s. Pera  
left Singapore for this port on the 3rd  
inst. at 6 a.m. and is due here on the  
8th inst. at about 4 p.m.

The H. A. L. str. Simla left Singa-  
pore on the 4th inst. m.e., and  
may be expected here on or about the  
10th December, a.m.

The Mogul Line s.s. Lovat sailed  
from the United Kingdom on the 26th  
October for the Far East via the  
Straits.

## VESSELS IN PORT.

## STEAMERS.

Canada Maru, Jap. s.s., 3,769, K  
Hoi, 4th Dec.—Tacoma  
and Shanghai 1st Dec. Gen.—  
O. S. K.

Chiba, Am. s.s., 3,138, R. Allman,  
7th Nov.—San Francisco

Daijin Maru, Jap. s.s., 884, D. Fuchi-  
gami, 4th Dec.—Yam ni  
1st Dec. Gen.—O. S. K.

Daijin Maru, Jap. s.s., 1,735, Kobay-  
ashi, 4th Dec.—Wakatsuki  
28th Nov. Gen.—M. B. G.  
K.

Dagay, Nor. s.s., 883, R. Shoren,  
2nd Dec.—Hobart 1st Dec.  
Gen.—A. T. & Co.

Derwent, Br. s.s., 1,644, J. Jenkins,  
29th Nov.—Samarang 10th  
Nov. Sugar—Man Fat.

Gregory Apar., Br. s.s., 2,961, J. E.  
Drake 14th Dec.—Calcutta  
18th Nov. Gen.—D.  
S. & Co.

Hongkong, Br. s.s., Coradinsen, 3rd  
Dec.—Haiphong and Pak-  
hoi 30th Nov. Gen.—A. B.  
Marty.

Ichia, It. s.s., 4,030, G. Balito, 4th  
Dec.—Singapore 26th Nov.,  
Gen.—O. & Co.

J. p. n. Br. s.s., 2,779, C. P. Seddon,  
4th Dec.—Moji 29th Nov.,  
Coal and Gen.—D. S. & Co.

Kamekura, Br. s.s., 1,150, Martin,  
4th Dec.—Salon 26th Nov.,  
O. n.—Man Fat & Co.

Lord Curzon, Br. s.s., 2,337, P. G.  
Hickson, 2nd Dec.—Moji  
26th Nov. Flour, etc.—Or-  
do.

Monteagle, Fr. s.s., 3,952, F. L.  
Davison, 3rd Dec.—Van-  
couver 7th Nov. Flour and  
Gen.—C. P. R. Co.

Rajabhat Br. s.s., 1,198, C. Wolf, 30th  
Nov.—Hongkong and Kohi-  
chang 21st Nov. Rice—B.  
& S.

Tjimanook, Dutch s.s., 3,510, Dur-  
rante, 28th Nov.—Yam 17th  
Nov. Gen.—J. C. J. L.

Un'w. Tr. s.s., 879, C. P. Arnold,  
28th Nov.—Calcutta, 29th  
Nov., Ballast.—A. P. & Co.

Yuenasang, Br. s.s., 1,128, T. E. Balle,  
3rd Dec.—Manila 8th Nov.,  
Gen.—J. M. & Co.

Zafiro, Am. s.s., 3,021, F. E.  
Oros, 15th Nov.—Manila  
15th Nov. Sugar and Ham  
—T. & Co.











## PHILIPPINE AFFAIRS.

(Continued from page 5).

America or by severing relations altogether and giving them their independence and renouncing all responsibility.

"The political situation, as it now is, has become untenable and unsatisfactory to the independent Filipino and the American in the Philippines to-day, the entire political activity, indeed all political thinking, is confined to about ten thousand 'illustrados' who are self-appointed to do all the talking for the rest of the people, and it has been the endeavour of the Insular Government so far, to gratify the whims of this fraction at almost any cost. On the American side a dozen or so business-men, whom we may term the 'interests,' figure as the mouth-piece of the Americans. The action of the latter, prompted by material self-interest; has shifted the political balance to American disfavor and the Insular Government, in an endeavour to pacify the contending parties, has made many concessions to the Filipino, as well as to the discontented American, and in this manner has practically put a premium on disloyalty to the U. S. Government. Naturally this condition has been made good use of by politicians who have understood how to use this advantage to the best effect. The cry for independence has thereby degenerated into mere sentimental clamour.

"There is no basis for the demands of the Filipino 'independents,' Mr. Haberger urged. His claim for independence consists in merely recalling the alleged Dewey-McKinley promises and then, for no additional reason, the United States is asked to continue its present expenditure on the upkeep of Army and Navy for the Islands, to guarantee neutrality and undisturbed internal action and finally to put the whole resources of the American people at the disposal of the Philippine Republic. Such proposals are the crystallisation of these non-sensical demands, and the profound hope that the Filipinos have in the success of the 'Jones' Bill and other proposals, is in itself evidence of the political unreasonableness for what they are asking. It proves at once to my mind that political foresight and understanding are wanting.

In is not to be assumed that the Democratic party under the guidance of the scholarly Mr. Woodrow Wilson, President-elect of the United States, will allow itself to become the laughing stock of the civilised world. It is rather to be expected that the discussion of the independence question in the proper place will make the sensible Filipino better understand his status and create a better relationship between them and the Americans. Whatever the action of the Government at Washington as to retaining or abandoning the islands the problem cannot be solved by any such measure as the Jones' Bill. If the Filipinos should be disappointed, however greatly, it will not alter the position of the mass of the people, who, under the present government, have made astonishing material and educational progress—a progress that speaks well for the abilities of the race."

Dealing with the educational progress of the Filipino, Mr. Haberger said that once he is willing to co-operate in a sensible programme, a prosperity can be predicted proportionately unequalled by other people in the Orient. Possessed of an ability to adapt himself to the demands of modern progress, with the eradication of inherited Spanish defects, the Filipino, he claimed, is likely to become a civilising factor on the Far East in the near future. The educational and economical aspects form a striking contrast to the political, and he hoped that the defects of the latter would in due time be remedied by the rising generation. To-day hardly a hamlet in the Islands is without a public school. Hundreds of parochial colleges under the guidance of an American Archbishop are aiding in the constructive work and some seven thousand teachers are now teaching the primary grades in the English language which is thereby to become universal throughout the Islands. In the fine arts the Filipino shows an efficiency 18.

which puts competitors of the so-called superior races on their mettle, particularly in music.

In conclusion Mr. Haberger said:—"If the present Congress can take advantage of the friendly sentiment of the Filipino toward the democratic party and in a spirit of fairness and justice is able to convince the Filipino of the folly of political radicalism, it can be predicted that the United States will never regret having taken possession of the Islands, while the Filipinos in due time will become another loyal element of the American Commonwealth."

## LOCAL SPORT.

## FOOTBALL.

The Club V H.M.S. Minotaur. The main feature of the match yesterday evening between the Hongkong Club and H.M.S. Minotaur, was the clever work in the forward line of the Club by Railton, Pennell and Wilson. The latter was unfortunate in not having a goal directly ascribed to him, as there was no doubt that he was the agent through which several goals were booked. Railton played brilliantly and despite the efforts of his weighty opponent on the left, fairly set the Sailors a merry dance.

From the kick-off Wilson, Pennell and Railton along with Campbell forced their way into the opposing team's quarter, and before long Pennell opened the scoring for the Club. Play was temporarily transferred to the other end, but Railton, obtaining possession from Wilson, raced down the wing and added a second goal. The Minotaur contingent was hopelessly outclassed, and as some of the Club men realised this, play became a little uninteresting in consequence. Later Pennell beat the Sailor's custodian with a very creditable grounder. Bevin then opened the scoring for the Minotaur, but there was an atmosphere of accident around the score that robbed it of any merit. Bevin fell on the ground in the goal-rush, and the ball came from him into the net. A fourth goal was scored for the club before the whistle signalled half time and the honour fell to Railton once more. The score at half time was; Hongkong Club four goals; H.M.S. Minotaur one goal.

In the first two minutes of the second half the Club had the opposing backs in difficulties, and though Bevin made a desperate effort to get the ball from the forwards he was dismayed at seeing the leather sent with terrific force towards the goal. Luckily for the sailors, however, it caught the upright and bounced into play. The ball was returned to the custodian but there was little force behind it and it was easily saved.

The Minotaur men then made a dash into the Club's quarter but in front of goal they were useless and an opportunity was missed. Fisher then got an opening, provided to a great extent by Crouch, and another goal was added to the score for the Club. Pennell also contributed one, and Railton finished up his brilliant play by notching the seventh goal for the Club. The Minotaur were never but once dangerous, and then the shooting was very faulty. The final score was: Hongkong Club seven goals; H.M.S. Minotaur one goal.

Hongkong Cricket League. The following is the table up to date.

Club	P	W	L	D	Pts
Craigengower	5	4	1	0	12
Kowloon	2	2	0	0	6
Civil Service	2	2	0	0	6
Hongkong "B"	2	2	0	0	6
Staff & Depts	4	0	2	2	2
H. K. Police	4	2	1	1	1
R. E.	3	2	1	1	1
Hongkong "A"	2	2	0	0	0

A win-3 points.  
A draw-1 point.  
The mortality returns for Singapore issued by the Registrar of Births and Deaths, show that, during the week ending November 23, there were 213 deaths, (168 males, 45 females) giving a rate per mille of population of 33.54. Malarial fever accounted for 40 deaths, phthisis 30, convulsions 19, beri-beri 19, bronchitis 8, dysentery 12, pneumonia 7. Twenty-six children under three months of age died. The nationalities were represented as follows:—European 1, Eurasian 1, Chinese 156, Malays 30, Indians 10.

## POST OFFICE.

## MAILS ARRIVED TO-DAY.

Shanghai, s.s. Devanha, 5th Dec.—London 25th Oct.  
Bangkok, s.s. Pitavalok, 5th Dec.—Singapore, s.s. Beneluch, 5th Dec.—London 25th Oct.  
Manila, s.s. Lord Derby, 5th Dec.—Singapore, s.s. Caledonia, 5th Dec.—London 25th Oct.

## MAILS VIA SIBERIA.

Left London 15 Nov. 15  
Due Shanghai 7th Dec. 15  
Due Nov. 30  
Due Dec. 2

## MAILS DUE.

American, Manchuria, 7th inst.  
Am rian, Ohyo Maru, 10th inst.

The s.s. Ajax is expected to arrive here on Friday, the 6th instant with the London Mail (via Siberia) of Saturday the 15th ult.

The s.s. Manchuria with the American Mail is expected to arrive here on Saturday the 7th inst. at 8 a.m.

## MAILS CLOSE.

Straita and India via Bombay—Per Ischia, 7th Dec., 11 a.m.

Straita, Burma, Ceylon, Aden, India, Aden, Egypt, and Europe via Brindisi. (Lat. Letters 11 a.m. to noon, Extra Postage 10 cents.) (Supplementary mail on board up to the time fixed for departure of the mail (Extra Postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.) The Parcel Mail will be closed on Friday, the 6th Dec., at 5 p.m. Per Devanha, 7th Nov., 11 a.m.

Philippines Islands—Per Yuenang 7th Dec., 1 p.m.  
Macao—Per Sui Tai, 7th Dec., 1.15 p.m.

Philippines Islands—Per Zafiro, 7th Dec., 3 p.m.  
Japan via Kobe—Per Tjimanok, 7th Dec., 4 p.m.

Shanghai and North China—Per Anhai, 7th Dec., 5 p.m.  
Tsingtau, Chefoo and Chihwangto—Per Cheongshing, 7th Dec., 5 p.m.

Japan and Yokohama—Per Okara, 8th Dec., 9 a.m.  
Swatow, Amoy and Formosa via Tamsui—Per Daijin-maru, 8th Dec., 9 a.m.

Swatow—Per Haimun, 8th Dec., 9 a.m.  
Batavia, Samarang and Sourabaya—Per Tjibodas, 9th Dec., 11 a.m.

Macao—Per Sui Tai, 9th Dec., 1.15 p.m.

Haiphong, Pakhoi and Saigon—Per Singan, 10th Dec., 9 a.m.

Swatow, Amoy and Foochow—Per Hailan, 10th Dec., 10 a.m.

Swatow, Amoy and Foochow—Per Hailan, 10th Dec., 10 a.m.

Shanghai and North China—Per Japan via Nagasaki, Honolulu, Canada, United States and South America via San Francisco (Europe via Siberia)—Per Chius, 10th Dec., noon.

Macao—Per Sui Tai, 10th Dec., 1.15 p.m.

Shanghai and North China—Per Choyang, 10th Dec., 2 p.m.

Philippines Islands—Per Kailong 10th Dec., 3 p.m.

Straita, Burma, Ceylon, Aden, India, Aden, Egypt and Europe via Naples—Per Prinzess Alice, 11th Dec., 9 a.m.

Swatow—Per Haimun, 11th Dec., 10 a.m.

Shanghai and North China—Per Chensan, 12th Dec., 3 p.m.

Shanghai, North China and Japan via Kobe—Per Kutsang, 12th Dec., 5 p.m.

Philippines Islands, Timor, Australia, Tasmania and New Zealand via Port Darwin—Per Empire, 13th Dec., 10 a.m.

Swatow, Amoy and Foochow—Per Hailang, 13th Dec., 10 a.m.

Shanghai, North China, Japan via Moji, United States, South America and Canada via Vancouver (Europe via Siberia)—Per Montrelo, 13th Dec., 6 p.m.

Philippines Islands—Per Loonsang, 14th Dec., 1 p.m.

Shanghai and North China—Per Lianan, 14th Dec., 5 p.m.

Saloon, Straits, Ceylon, Adelaide, Western Australia, India, Aden, Egypt and Europe via Marseilles (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.) (Late Letters 11.00 a.m. to noon. Extra Postage 10 cents.)—Per Ernest Simons, 17th Dec., 11 a.m.

## SHIPPING NEWS.

## ARRIVED.

Aki Maru, Jap. s.s., 8,995, B. Kon, 5th Dec.—London 25th Oct.  
Gen.—N. Y. K.  
Kamakura Maru, Jap. s.s., 3,789, T. Hon, 5th Dec.—Boumay and Singapore 27th Nov.  
Gen.—N. Y. K.

Laertes, Br. s.s., 1,320, Wawa, 5th Dec.—Saigon 22nd Nov.  
Gen.—Wo Fat Sing.

Lord Derby, Br. s.s., 3,401, H. Fellows, 5th Dec.—Seattle via Manila 2nd Dec. Gen.—B. L.

Too Sui, Br. s.s., 981, N. P. Markrup, 5th Dec.—Tamsui 2nd Dec. Camphor.—M. B. K.

Beneluch, Br. s.s., 2,679, G. McMillan, 5th Dec.—Singapore 28th Nov. Gen.—G. L. Co.

Trocas, Br. s.s., 2,799, E. Lordman, 5th Dec.—Singapore 27th Nov. Bulk oil.—A. P. & Co.

Caledonia, Fr. s.s., 2,540, Eschbacher, 5th Dec.—Marseilles Gen.—M. M.

Devanha, Br. s.s., 4,785, W. R. F. Hickey 5th Dec.—Shanghai 3rd Dec. Mail and Gen.—P. & O. S. N. Co.

Haimun, Br. s.s., 3,41, J. W. Evans, 5th Dec.—Swatow 5th Dec. Gen.—D. L. & Co.

Pitavalok, Ger. s.s., 1,267, D. Reimers, 5th Dec.—Bangkok 25th Nov. Rice.—B. & S.

Kashing, Br. s.s., 1,143, Rosa Lawie, 5th Dec.—Canton 5th Dec. Rice.—B. & S.

On Sang, Br. s.s., 1,787, Garie, 5th Dec.—Canton 5th Dec. Gen.—J. M. & Co.

Anahi, Br. s.s., 1,350, J. B. Harris, 5th Dec.—Canton 5th Dec. Gen.—B. & S.

Shaoheing, Br. s.s., 1,300, Layer, 5th Dec.—Canton 5th Dec. Gen.—B. & S.

Daguy, Nor. s.s., 883, B. Slovesen, 5th Dec.—Canton 5th Dec. Gen.—A. T. & Co.

Liangchow, Br. s.s., 1,215, H. Harder, 5th Dec.—Canton 5th Dec. Gen.—B. & S.

Fukui Maru, Jap. s.s., 3,087, H. Tomioka, 5th Dec.—Moji 30th Nov. Coal.—M. B. K.

Ningpo, Br. s.s., 1,228, Pickard, 5th Dec.—Swatow 5th Dec. Gen.—B. & S.

Paoing, Br. s.s., 1,073, Barkus, 5th Dec.—Toursan 3rd Dec. Gen.—B. & S.

CLEARANCES AT THE HARBOUR OFFICE. Dec. 5.

Sandon Hall, for New York. Monmouthshire, for Yokohama. Africa, for Shanghai.

Dajima-maru, for Karatsu, Dec. 6.

Daguy, for Hongay. Kamakura-maru, for Shanghai. Trocas, for Wunang.

Shaoheing, for Shanghai. Hailong, for Foochow.

Paoing, for Shanghai. Kashing, for Shanghai. Aki-maru, for Yokohama.

Devanha, for Bombay. Caledonia, for Yokohama. Beneluch, for Yokohama. Hongkong, for Haiphong. Shaw Hsing, for Bangkok.

## DEPARTED.

Dec. 6.  
Hailong, for Foochow. Kwangse, for Canton. Daijin-maru, for Canton.

Island, for Canton. Hailong, for Canton. Hailong, for Canton.

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## WEATHER REPORT.

On the 6th at 10.35.—The anticyclone is now central in the neighbourhood of Wladivostok.

Pressure has decreased moderately over central and south Japan, and increased moderately over the Philippines. It is stationary along the S. coast of China.

The approximate position of the typhoon at 6 a.m. this morning was latitude 18 deg. N. and longitude 128 deg. E., moving N.N.E.

Moderate monsoon is indicated along the S. coast of China, and over the N. China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

DISTRICT. Forecast. 1 Hongkong and Neighbourhood N.E. and N. wind, moderate; fine.

2 Formosa Channel N. gale, moderating.

3 South coast of China between Hongkong and Lamook No. 1.

4 South coast of China between H'kong and Hainan No. 1.

SHANGHAI METEOROLOGICAL OBSERVATORY. 6th December, a.m.

Station. Hour. Barometer. Temperature. Humidity. Direction. Force. Wind.

Wostock 7.30.44 14.78 NW 1 b

Nomaro 8.30.10 NW 4 b

Hakodate 8.19.19 NW 1 b

Tokio 8.12.12 NW 1 b

Kobe 8.21.21 NW 1 b

Nagasaki 8.29.29 NW 1 b

K'ishima 8.30.31 NW 1 b

Oshima 8.30.31 NW 1 b

Naha 8.30.31 NW 1 b

Ishijima 8.30.31 NW 1 b

Bonin Is. 8.30.31 NW 1 b

Cheloo 8.30.31 NW 1 b

Whalew 8.30.31 NW 1 b

Hankow 8.30.31 NW 1 b

Kinkiang 8.30.31 NW 1 b

Shanghai 8.30.31 NW 1 b

Guizhou 8.30.31 NW 1 b

Sharp P. 8.30.31 NW 1 b

Amoy 8.30.31 NW 1 b

Swatow 8.30.31 NW 1 b

Taihu 8.30.31 NW 1 b

Taihu 8.30.31 NW 1 b

Taihu 8.30.31 NW 1 b

Taihu 8.30.31 NW 1 b

Taihu 8.30.31 NW 1 b

Taihu 8.30.31 NW 1 b

Taihu 8.30.31 NW 1 b

## Mail Steamers

## THE PENINSULAR AND ORIENTAL S. N. CO.

Will dispatch VESSELS to the Undermentioned PORTS on or about the DATES named—

FOR STRAITS TO SAIL ON REMARK

LONDON, VIA DEVAHA Noon, Freight and Usual Ports of Call Capt. W. R. Hickey 7th Dec. Passage

LONDON & ANTWERP, 8th Dec. NIL about Freight and PENANG, C'BO, PORT SAID AND MARSABIT, 11th Dec. Passage

SHANGHAI, MOJI, KOBE & YOKOHAMA, 12th Dec. NIL about Freight and Capt. H. Hetherington, n.v.v. Passage

All the above steamers are fitted with wireless telegraphy.

For Freight, or Passage apply to H. W. D. SHALLARD, Acting Superintendent, P. & O. S. N. Co.'s Office, Hongkong, 2nd Decemr, 1912.

## NORDDEUTSCHER LLOYD. BREMEN.

## IMPERIAL GERMAN MAIL LINES.

For STRAITS TO SAIL ON

NAPLES, GENOA, ALGIER, GIBRALTAR, SOUTHAMPTON, ANTWERP AND HAMBURG, 11th Dec. 10 a.m. PRINZESS ALICE Capt. Frank 20,800

SHANGHAI, TING, KLEIST, 12th Dec. About THURSDAY, 12th Dec. Capt. L. Maass 17,000

MANILA, YAP, MAR-ONN, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE, 13th Dec. About SATURDAY, 28th Decemr at 9 a.v. PRINZ WALDEMAR Capt. H. Bremer 8,100

KOBE and YOKOHAMA, 14th Dec. About TUESDAY, 10th Dec. PRINZ WALDEMAR Capt. H. Bremer 6,100

KUDAT & SANDAKAN, 15th Dec. About Middle of December. BORNEO Capt. F. Penhill

All the steamers of the European Line are fitted with Wireless Telegraphy. New System of Telephones.

For further Particulars, apply to NORDDEUTSCHER LLOYD, MELCHERS & CO., GENERAL AGENTS, HONGKONG and CHINA. Hongkong, 5th December, 1912.

## DOUGLAS STEAMSHIP CO., LD.

Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHEW RETURN. (Occupying 9 to 10 days.) LEAVING.

HAICHING... [W. C. Farnmore...] TUESDAY, 10th Dec., at 11 a.m.

HAITAN... [J. B. Bosch...] FRIDAY, 13th Dec., at 11 a.m.

HAIVANG... [A. E. Hodgins...] SUNDAY, 16th Dec., at 11 a.m.

FOR SWATOW AND RETURN. (Occupying 3 Days.)

HAIMUN... [J. W. Evans...] SUNDAY, 8th Dec., at 11 a.m.

Steamers will arrive at, and depart from, the Co.'s Wharf near Blake Pier. For Freight and Passage, apply to Douglas, Lapraik & Co., General Managers.

## THE EASTERN &amp; AUSTRALIAN STEAMSHIP CO., LIMITED.

Mail Service to Australia via Manila.

MAIL SCHEDULE (SUBJECT TO MODIFICATION).

Steamers Arrive Hongkong from Australia Leave Hongkong for Australia

EMPIRE... On the 18th Dec. On 18th Dec. Noon

ST. ALBANS... On the 18th Dec. On 18th Dec. Noon

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, French Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried.

For further particulars, apply to Gibb, Livingston & Co. Agents.

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